

**Aviation Safety Investigation Report
198400066**

Resurgam

18 August 1984

Readers are advised that the Australian Transport Safety Bureau investigates for the sole purpose of enhancing transport safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purposes.

Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the CEO of the Bureau in accordance with Part 2A of the Air Navigation Act 1920.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the CEO of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

NOTE: All air safety occurrences reported to the ATSB are categorised and recorded. For a detailed explanation on Category definitions please refer to the ATSB website at www.atsb.gov.au.

Occurrence Number: 198400066

Occurrence Type: Accident

Location: Cheepie QLD

Date: 18 August 1984

Time: 1140

Highest Injury Level: Serious

Injuries:

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Ground	0	0	0	-
Passenger	0	0	0	0
Total	0	1	0	0

Aircraft Details: Resurgam

Registration: Not required

Serial Number:

Operation Type: Sport Aviation

Damage Level: Destroyed

Departure Point: Cheepie QLD

Departure Time: 1120

Destination: Cheepie QLD

Approved for Release: 11th December 1985

Circumstances:

The aircraft had been brought to Cheepie by the owner, who was attending a "fly-in". It was lent to the pilot so that he could carry out circuits. The first take-off was to the north, and about three circuits were completed, with landings into the south, before the pilot decided to make the final landing into the north. On final approach, the aircraft struck telephone wires, nosed over and landed inverted. The wires were about six metres above ground level and the pilot had not been aware of their existence before the accident.