

**Aviation Safety Investigation Report  
199500143**

**Cessna Aircraft Company  
170B**

**22 January 1995**

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 Executive Director of the Bureau in accordance with Part 2A of the Air Navigation Act 1920.

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**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](http://www.atsb.gov.au).**

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

**Occurrence Number:** 199500143                      **Occurrence Type:** Accident  
**Location:** Marion Bay  
**State:** SA    **Inv Category:** 4  
**Date:** Sunday 22 January 1995  
**Time:** 1606 hours                                      **Time Zone** CSuT  
**Highest Injury Level:** Minor  
**Injuries:**

	Fatal	Serious	Minor	None	Total
Crew	0	0	0	1	1
Ground	0	0	0	0	0
Passenger	0	0	1	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>

**Aircraft Manufacturer:** Cessna Aircraft Company  
**Aircraft Model:** 170B  
**Aircraft Registration:** VH-YAR                      **Serial Number:** 20357  
**Type of Operation:** Non-commercial Pleasure/Travel  
**Damage to Aircraft:** Substantial  
**Departure Point:** Maitland SA  
**Departure Time:**  
**Destination:** Marion Bay SA

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on</b>	<b>Type</b>	<b>Hours</b>	<b>Total</b>
Pilot-In-Command	Private	30.0		180	

**Approved for Release:** Wednesday, January 25, 1995

The pilot planned to visit a friend and land in a paddock at his property. He noticed the wind direction and speed from wind patterns on the sea, then commenced a survey of the property to find a suitable landing area.

He noticed three power lines across the selected paddock, but failed to see a fourth. He then descended from 500 ft above ground level (AGL) to 100 ft AGL for a better look at the intended landing area, then continued the descent to about 25 ft AGL to check the surface conditions. The fourth power line suddenly appeared across the path of the aircraft, and with no time to take avoiding action the aircraft struck the wire with the propeller and windscreen, causing it to pitch nose down and impact the ground.

The emergency locator beacon (ELB) activated and was heard by an overflying regular public transport (RPT) aircraft.

