

**Aviation Safety Investigation Report  
199301453**

**Cessna Aircraft Company  
C-152**

**19 May 1993**

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.

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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:** 199301453                      **Occurrence Type:** Accident  
**Location:** Kooralbyn  
**State:** QLD    **Inv Category:** 4  
**Date:** Wednesday 19 May 1993  
**Time:** 1630 hours                                  **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Cessna Aircraft Company  
**Aircraft Model:** 152  
**Aircraft Registration:** VH-JQA                      **Serial Number:** 15279695  
**Type of Operation:** Instructional Other Training  
**Damage to Aircraft:** Substantial  
**Departure Point:** Kooralbyn  
**Departure Time:** 1630 EST  
**Destination:** Archerfield

**Crew Details:**

<u>Role</u>	<u>Class of Licence</u>	<u>Hours on Type Hours Total</u>
Pilot-In-Command	Commercial	1900

**Approved for Release:** Tuesday, August 30, 1994

The aircraft took off in company with another Cessna 152. Whilst turning to avoid higher terrain north of Kooralbyn, the pilot lost sight of the other aircraft against the setting sun. He rolled his aircraft to maintain physical separation from the other aircraft. In the process he lost control of his aircraft.

The pilot next noticed the ground rushing up to meet him and rolled off bank and pulled back on the elevator control. The aircraft passed underneath a powerline and the left wing tip struck the lower of the three wires. The collision with the wire caused the aircraft to flick roll through approximately 180 degrees. The aircraft narrowly missed the ground and trees before the pilot regained control.

Despite the obvious visual damage and control difficulties the pilot elected to fly the aircraft to Archerfield. An emergency was not declared and the aircraft was landed safely at the destination.

Post flight inspection revealed that about one and a half metres of the leading edge was stripped of the metal skin back to the front spar.

The pilot was not endorsed to fly in formation with other aircraft.