

**Aviation Safety Investigation Report  
199501063**

**Cessna Aircraft Company  
Skyhawk**

**09 April 1995**

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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).**

**Occurrence Number:** 199501063                      **Occurrence Type:** Accident  
**Location:** Uteara Station, 78km W Bourke  
**State:** NSW    **Inv Category:** 3  
**Date:** Sunday 09 April 1995  
**Time:** 0930 hours                                      **Time Zone** EST  
**Highest Injury Level:** Fatal  
**Injuries:**

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

**Aircraft Manufacturer:** Cessna Aircraft Company  
**Aircraft Model:** 172N  
**Aircraft Registration:** VH-FFZ    **Serial Number:** 17268792  
**Type of Operation:** Non-commercial Aerial Application/Survey etc  
**Damage to Aircraft:** Destroyed  
**Departure Point:** Uteara Station NSW  
**Departure Time:** 0800 EST  
**Destination:** Uteara Station NSW

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on</b>	
		<b>Type</b>	<b>Hours Total</b>
Pilot-In-Command	Private	724.0	724

**Approved for Release:** Tuesday, March 19, 1996

The aircraft was being operated on a flight over the pilot's property to inspect bores. It had been airborne for about 90 minutes.

The pilot contacted his son, who was mustering sheep on the property, on a hand-held radio to advise that he was returning to the station airstrip to refuel.

About three minutes later the crashed aircraft was observed by the pilot's son who had not seen or heard the aircraft immediately before the accident. The aircraft had impacted the ground in a near-vertical nose-down attitude and the pattern of damage to the left wing indicated that the aircraft had been rotating to the left when it struck the ground.

The pilot, the sole occupant, had sustained fatal injuries.

An inspection of the aircraft did not reveal any evidence of pre-impact defects. The engine was running at impact, some flap was extended and there was evidence of post-impact fuel leakage.

The pilot had completed a biennial flight review (BFR) in December 1994 and was correctly licensed to carry out an aerial inspection flight.

The nature of the impact indicates that the pilot lost control of the aircraft and was unable to regain control prior to impact with the ground.

The reason for the apparent loss of control was not determined.