

**Aviation Safety Investigation Report
198900813**

Cessna 182 RG

9 June 1989

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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.

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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.

This accident was not the subject of a formal on scene investigation.

Occurrence Number: 198900813 **Occurrence Type:** Accident
Location: Killarney NT
Date: 9 June 1989 **Time:** 840
Highest Injury Level: Nil
Injuries:

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	1
Total	0	0	0	2

Aircraft Details: Cessna 182 RG
Registration: VH-SDG
Serial Number: Ri8200743
Operation Type: Aerial Work
Damage Level: Substantial
Departure Point: Victoria River Downs NT
Departure Time: 820
Destination: Gilnockie NT

Approved for Release: 18th September 1989

Circumstances:

The pilot reported that he rolled the aircraft out of a turn at 4000 feet and then the engine spluttered and stopped. Trouble checks including advice from the base station failed to restore engine power. In the ensuing forced landing, the aircraft was apparently flared too high and it bounced heavily twice resulting in the collapse of the nosegear. An engine run and inspection of components failed to detect the cause of the loss of power but a detailed laboratory inspection of the ignition switch confirmed the cause of the engine failure. This inspection detected an intermittency in the ignition/magneto switch internal wiring when subject to vibration. The ignition key had a heavy metal clip attached to it and it is believed that the inertia of this clip on rollout from the turn was sufficient to interrupt the electrical continuity within the magneto switch and cause the engine failure.

Significant Factors:

The following factors were considered relevant to the development of the accident:

1. Faulty magneto switch resulted in engine failure.
2. Pilot misjudged the flare for the forced landing and landed heavily.