

**Aviation Safety Investigation Report
199000586**

Cessna 182-Q

16 May 1990

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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.

Occurrence Number: 199000586
Location: 40 kms NE Moomba, SA
Date: 16 May 1990
Highest Injury Level: Fatal
Injuries:

Occurrence Type: Accident
Time: 1130

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

Aircraft Details: Cessna 182-Q
Registration: VH-FFM
Serial Number: 182-67401
Operation Type: Aerial Work
Damage Level: Destroyed
Departure Point: Innamincka Station, SA
Departure Time: 1015
Destination: Innamincka Station, SA

Approved for Release: 3rd January 1991

Circumstances:

The pilot was mustering cattle to clear rising flood waters. A second pilot was on the flight to assist and to observe the first pilot's methods of operation. The aircraft was landed near a gate to allow the second pilot to disembark, open the gate and provide further assistance from the ground. The aircraft then took off and the pilot mustered cattle for about the next 15 minutes. The approach prior to the accident was made from the North at about 15 feet with a wind of about 360 degrees at 15 knots. After passing over the cattle, the aircraft pulled up to about 100 feet and levelled for about three seconds. The cattle were now behind and to the right of the aircraft. The left wing and the nose dropped and the aircraft entered a steep, descending turn to the left until it hit the ground. No pre-accident defects were found with the aircraft. A search of the aircraft log books revealed no discrepancies which could have contributed to the accident. Discussions with the observer pilot and pilots who had conducted initial mustering endorsement and subsequent training, indicated a lack of awareness in their own training of airspeed judgement when flying near the ground. Little importance seems to be attached to the different ground speeds when flying into or down wind and the associated perception of airspeed, while the airspeed indicator seems to be largely ignored with wind sound changes used to judge airspeed.

Significant Factors:

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

1. The pilot failed to maintain airspeed.
2. The aircraft entered an inadvertent stall with insufficient height to recover.

3. Pilot training. It is likely that the pilot's training had not placed sufficient stress on the effects of low level manoeuvring in windy conditions whilst relying on airspeed judgement from ground features.

Reccomendations:

1. It is recommended that the Civil Aviation Authority surveillance of instructors conducting cattle mustering endorsements, ensure that both ground and air instruction covers the effects of manoeuvring at low level in windy conditions, particularly the awareness of airspeed. Reference CAO Section 29.10 Appendix 1 paragraphs 2(b) (ii) and 2(b) (iii)].