

**Aviation Safety Investigation Report  
199003082**

**Cessna 172-D**

**3 July 1990**

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

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the CEO of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

**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).**

This accident was not formally investigated by the Bureau.

**Occurrence Number:** 199003082      **Occurrence Type:** Accident  
**Location:** Longreach Training Area QLD  
**Date:** 3 July 1990      **Time:** 1730  
**Highest Injury Level:** Nil  
**Injuries:**

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

**Aircraft Details:** Cessna 172-D  
**Registration:** VH-RKY  
**Serial Number:** 17249699  
**Operation Type:** Private  
**Damage Level:** Substantial  
**Departure Point:** Longreach QLD  
**Departure Time:** N/A  
**Destination:** Longreach QLD

**Approved for Release:** 30th July 1990

**Circumstances:**

The pilot stated that he was conducting low flying practice for fence inspection when the left wing hit a tree. The aircraft returned for an uneventful landing at Longreach. The wing leading edge outboard of the strut was badly dented and the rear spar was creased. The pilot considered that he misjudged his height whilst conducting a left turn.