

**Aviation Safety Investigation Report  
199001972**

**Cessna 180-K**

**9 March 1990**

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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](http://www.atsb.gov.au).**

This accident was not formally investigated by the Bureau.

**Occurrence Number:** 199001972      **Occurrence Type:** Accident  
**Location:** 18km SW Moree NSW  
**Date:** 9 March 1990      **Time:** 855  
**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 180-K  
**Registration:** VH-SAA  
**Serial Number:** 18053022  
**Operation Type:** Private  
**Damage Level:** Substantial  
**Departure Point:** "Telleraga Station" (46km  
 SW Moree) NSW  
**Departure Time:** 830  
**Destination:** Moree NSW

**Approved for Release:** 4th June 1990

**Circumstances:**

The pilot had been carrying out a low-level survey of cotton fields en-route to Moree. At the completion of the survey as the aircraft was climbing through a height of 700 feet the engine suffered a sudden and complete loss of power. All attempts to restart the engine were unsuccessful and the pilot elected to force land the aircraft on a local strip. During the approach he realised the aircraft would not be able to clear trees on the approach path. He then turned the aircraft through about 60 degrees to the left and landed in a clearing. During the landing roll the left mainwheel struck a log resulting in substantial damage to the aircraft. The pilot advised that prior to the flight he had visually assessed the fuel contents as sufficient. Due to the position of the aircraft after the accident it was not possible to determine the amount of fuel remaining. A subsequent examination of the aircraft was unable to determine the reason for the loss of power.