

**Aviation Safety Investigation Report
198601415**

Cessna 180 K

14 April 1986

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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.

Occurrence Number: 198601415
Location: Caramut VIC
Date: 14 April 1986
Highest Injury Level: Fatal
Injuries:

Occurrence Type: Accident

Time: 1800

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

Aircraft Details: Cessna 180 K
Registration: VH-WSN
Serial Number:
Operation Type: Private (Travel)
Damage Level: Destroyed
Departure Point: Willaura VIC
Departure Time: 1745 approx
Destination: Caramut VIC

Approved for Release: August 14th 1986

Circumstances:

On arrival at his destination, the aircraft overflowed the homestead. This was the pilot's normal practice, to indicate to persons on the ground that transport from the nearby strip was required. The aircraft was then seen apparently following a gully containing a sunflower crop in which the pilot and passenger were partners. Shortly afterwards the sounds of an impact were heard. The aircraft was found to have struck the side of the gully while in a steep nosedown attitude and probably rotating to the right. No pre-impact defect or malfunction of the aircraft was found which might have contributed to the development of the accident. However, about 12 months previously, the pilot had applied tape over the stall warning vane, thus depriving him of aural warning of an impending stall. The wreckage distribution was consistent with that which follows a stall at low level where control of the aircraft is not regained before impact. It was likely that the aircraft stalled while the pilot was manoeuvring above the crop, but the precise reason for the stall and subsequent loss of control was not established.