

**Aviation Safety Investigation Report
198602360**

Cessna 150 E

25 November 1986

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.

Occurrence Number: 198602360 **Occurrence Type:** Accident

Location: "The Well Strip" (96 km NW Cobar) NSW

Date: 25 November 1986 **Time:** N/A

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 150 E

Registration: VH-KML

Serial Number:

Operation Type: Private (Travel)

Damage Level: Substantial

Departure Point: "The Well Strip" NSW

Departure Time: N/A

Destination: Tundulya Station NSW

Approved for Release: January 14th 1987

Circumstances:

The pilot had been carrying out a number of flights to strips in the general area. After completing repairs to a bore pump the pilot and passenger prepared to return to the property homestead, some 20 kilometres to the North. Shortly after the take-off roll commenced, the aircraft began to veer to the right. Full left rudder was progressively applied, but directional control could not be maintained. The right wing collided with a number of bushes and saplings alongside the strip. The aircraft then slewed rapidly to the right and the nosegear collapsed. Investigation revealed that the aircraft had rolled for 104 metres before the right wing struck and broke a small sapling. This coincided with the initial veer to the right as reported by the pilot. As the aircraft diverged from the centre of the strip, it entered an area of soft loam, which increased the drag on the right wheel. The scrub struck by the aircraft had encroached onto the strip, reducing the width in places to about 15 metres. The pilot had been aware that the strip had not been cleared of undergrowth for some 21 months.