

**Aviation Safety Investigation Report  
198600150**

**Cessna 150 M**

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

**Occurrence Number:** 198600150                      **Occurrence Type:** Accident  
**Location:** 70km NE of Gascoyne Junction WA  
**Date:** 15 October 1986                      **Time:** 545  
**Highest Injury Level:** Serious  
**Injuries:**

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

**Aircraft Details:** Cessna 150 M  
**Registration:** VH-WNT  
**Serial Number:**  
**Operation Type:** Aerial Work (Sheep Spotting)  
**Damage Level:** Destroyed  
**Departure Point:** Arthur River WA  
**Departure Time:** 0545  
**Destination:** Arthur River WA

**Approved for Release:** May 1st 1987

**Circumstances:**

On the day preceding the accident the station manager was informed that the pilot hired to carry out the muster would be late in arriving. He asked a stockman, who was a station employee, if he would carry out spotting duties until the other pilot arrived. About 20 minutes after the operation had commenced, the ground party heard the sounds of an aircraft impact. The pilot stated that he had been flying at between 400 and 500 feet above the ground when he lost control of the aircraft in a turn. The aircraft was discovered to have struck the ground while in a nose-low, stalled condition. The engine was not developing power at the time of impact, however no defect was subsequently found with the engine or systems of the aircraft. The pilot did not hold a mustering endorsement and had apparently not received formal training in low level operations.