

**Aviation Safety Investigation Report
198500143**

Cessna 182-H

13 August 1985

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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: 198500143
Location: Ord River Homestead WA
Date: 13 August 1985
Highest Injury Level: Fatal
Injuries:

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Ground	0	0	0	-
Passenger	2	0	1	0
Total	3	0	1	0

Occurrence Type: Accident
Time: 924

Aircraft Details: Cessna 182-H
Registration: VH-KMM
Serial Number:
Operation Type: Private-Travel
Damage Level: Destroyed
Departure Point: Kununurra WA
Departure Time: 0924
Destination: Ord River WA

Approved for Release: March 10th 1986

Circumstances:

The destination was served by two landing sites - an ALA near the homestead and a licenced strip 12 kilometres to the north. The pilot elected not to use either, but made an approach to a road adjacent to the homestead. The usable length of this road was 450 metres and the width was less than 3 metres. The approach was made over a shed in light downwind conditions. Touchdown occurred about 200 metres from the end of the road, and the pilot then attempted to go-around. During this attempt the aircraft struck three wire fences before colliding heavily with a tree. Fire broke out and gutted the wreckage. The reason the pilot elected to land on the road and not one of the available ALAs could not be determined, although it is possible his decision was influenced by one of his passengers. Once the pilot elected to go-around, it seems likely that he became concerned about avoiding a 10 metre high tree located directly ahead off the end of the road. Witness reports and wheel marks indicate that a slight left turn was made almost as soon as the aircraft lifted off, presumably to miss that tree. However, the left turn took the aircraft towards the line of fences which ran almost at right angles to the flight path, just off the road. These fences would have been difficult to see, and it is unlikely that the pilot was aware of their presence. Control of the aircraft was lost when it struck the fences.