

**Aviation Safety Investigation Report  
199100129**

**Cessna 150L**

**4 June 1991**

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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:** 199100129  
**Location:** 16 km S Landor Station WA  
**Date:** 4 June 1991  
**Highest Injury Level:** Fatal  
**Injuries:**

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

**Aircraft Details:** Cessna 150L  
**Registration:** VH-IQB  
**Serial Number:** 15075374  
**Operation Type:** Aerial Work  
**Damage Level:** Destroyed  
**Departure Point:** Landor Station WA  
**Departure Time:** 0620  
**Destination:** Landor Station WA

**Approved for Release:** 27th November 1991

#### **Circumstances:**

The pilot was conducting mustering operations at low level at the time of the accident. Shortly after the aircraft made a low pass to indicate the position of some animals, it was observed descending at a steep angle. The aircraft commenced rolling to the right just prior to ground impact and was destroyed by a post-impact fire. All essential aircraft systems appeared capable of normal operation prior to the accident. There was no evidence that the pilot had suffered any pre-impact illness or sudden incapacitation. Although all of the precise factors leading to this accident could not be determined, the sequence of events is similar to many other accidents investigated by the Bureau, where the loss of control at low level following a low pass has been due to inattention to aircraft operations by the pilot. It was disclosed during the investigation that although the pilot had a valid mustering endorsement, he had not received any training in recovery from stall/spin conditions, typical of a loss of control in a Cessna 150, at low level.

#### **Significant Factors:**

The following factors were considered relevant to the development of the accident

1. It is probable that the pilot did not pay sufficient attention to the operation of the aircraft during low-level mustering operations.
2. The aircraft probably stalled and entered an incipient spin.
3. The loss of control occurred at too low an altitude for any recovery attempt to be successful.

#### **Reccomendations:**

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This type of loss of control is a factor in many of the low-level accidents investigated by the Bureau. Training and exposure in incipient loss of control situations, particularly in Cessna 150 type aircraft, is not included in all mustering and associated low flying endorsement programs. The Civil Aviation Authority in Western Australia advised all local pilots of the desirability of obtaining this type of training. It is recommended that the Civil Aviation Authority extend this advice to all pilots in Australia who have approval to conduct fixed wing operations at low level.