

**Aviation Safety Investigation Report
198900814**

Cessna 182E

30 June 1989

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: 198900814 **Occurrence Type:** Accident
Location: 56 Km West of Newcastle Waters NT
Date: 30 June 1989 **Time:** 739
Highest Injury Level: Serious
Injuries:

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

Aircraft Details: Cessna 182E
Registration: VH-EMF
Serial Number: 54319
Operation Type: Private
Damage Level: Substantial
Departure Point: Newcastle Waters NT
Departure Time: 0700
Destination: Humbert River NT

Approved for Release: 15th November 1989

Circumstances:

The aircraft was cruising at 6500 feet; the mixture had been leaned and the engine was operating normally. The pilot then reported that the engine note changed although all engine indications were normal. Approximately five minutes later the engine coughed and spluttered and started to lose power. The loss of power was reported to be rhythmic in nature, a few seconds of power followed by a like period of loss of power. The pilot turned the aircraft towards the DEPARTURE point and completed trouble checks, but these checks did not rectify the malfunction. It became apparent that the DEPARTURE strip could not be reached so the pilot turned south to intercept a dirt road he knew was in the area. The dirt road was located and with the stall warning sounding he selected full flap and turned to line up with the road. During the turn the aircraft grazed the top of a seven metre high tree. The aircraft then stalled onto the road from a low height. The nosewheel collapsed and the aircraft nosed over onto its back. Since there was no suitable terrain for a forced landing within gliding distance an accident was inevitable. Despite extensive examination of the engine and its components, no defect that would have caused a partial or total engine failure was found.

Significant Factors:

The following factor was considered relevant to the development of the accident

1. The reason for the loss of engine power could not be determined.