# Aviation Safety Investigation Report 199001998

## Cessna C152

## 20 July 1990

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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:** 199001998 **Occurrence Type:** Accident
**Location:** Badgerys Creek NSW
**Date:** 20 July 1990 **Time:** 1647
**Highest Injury Level:** Fatal
**Injuries:**

| | Fatal | Serious | Minor | None |
|---|---|---|---|---|
| Crew | 1 | 0 | 0 | 0 |
| Ground | 0 | 0 | 0 | - |
| Passenger | 0 | 0 | 0 | 0 |
| **Total** | **1** | **0** | **0** | **0** |

**Aircraft Details:** Cessna C152
**Registration:** VH-UDY
**Serial Number:** 15281810
**Operation Type:** Aerial Work
**Damage Level:** Destroyed
**Departure Point:** Bankstown NSW
**Departure Time:** 1555
**Destination:** Bankstown NSW

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

**Circumstances:**

The student pilot had been authorised to carry out a one hour flight in the Bankstown Training Area for the purpose of practising steep turns and simulated forced landing approaches. The weather was fine and cool with light winds. Prior to DEPARTURE the student had been briefed by his instructor on the conduct of the flight. This had included specifying a minimum go-around height for forced landing approaches. The student was instructed to return to Bankstown by 1700 hours. The aircraft failed to return by the appointed time and, despite extensive efforts, was not located until the following morning. The wreckage was found in an open area and damage was consistent with the aircraft having struck the ground at a high rate of descent with a very low forward speed. Evidence was found to indicate that the engine was delivering little or no power at impact. Subsequent testing demonstrated the engine was capable of normal operation. A comparison of the actual weather conditions at the time of the accident and a carburettor icing probability chart, showed that serious carburettor icing was probable at descent power. The circumstances of the accident were consistent with the engine failing to respond to the opening of the throttle following a prolonged descent at idle power, following a practice forced landing approach. The student may have diverted his attention from flying the aircraft while attempting to restore power, resulting in a loss of control at low altitude. It was not possible to determine if the carburettor heat control had been operated in accordance with recommended procedures.

**Significant Factors:**

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

1. Weather conditions conducive to carburettor icing during descent

2. Probable prolonged descent at a low power setting.

3. Probable loss of power due to carburettor icing.

4. Student pilot may have diverted attention from the operation of the aircraft.

5. Loss of control at low level.