

**Aviation Safety Investigation Report
198900014**

Cessna 150B

3 August 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: 198900014 **Occurrence Type:** Accident
Location: 8 km south-east of Rylstone NSW
Date: 3 August 1989 **Time:** 1300
Highest Injury Level: Nil
Injuries:

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

Aircraft Details: Cessna 150B
Registration: VH-DFN
Serial Number: 150 59 529
Operation Type: Private
Damage Level: Substantial
Departure Point: Capertee NSW
Departure Time: 1230
Destination: Mudgee NSW

Approved for Release: 2nd January 1990

Circumstances:

Following a preflight inspection the pilot departed from his property airstrip, climbing to approximately 1000 feet above ground level before setting heading for Mudgee via Tayar Peak. The pilot reported that the weather conditions were fine with a surface temperature of 6 degree Celsius and an estimated relative humidity of 75 per cent or greater. Shortly after passing Tayar Peak the engine began to run roughly and the pilot applied carburettor heat for approximately one minute. At the same time he changed his heading slightly towards Rylstone airstrip. The aircraft had now entered a natural basin surrounded by steep ridges, some up to 1500 feet above ground level. The engine returned to smooth running for a short time, then again commenced to run roughly before loosing power completely. With the propeller only windmilling the aircraft then descended below the surrounding ridge lines. Full carburettor heat was reapplied, but this failed to restore the power as the engine would have now cooled down, causing a lack of hot air through the carburettor heat system necessary to melt any ice accumulations. The pilot located a suitable area to carry out a landing, and during the approach sighted a power line, parallel and to the right of his track. On short final, with one stage of flap selected, he observed a branch power line which had previously been hidden by trees. It had a low, single wire spanning between poles across his flight path at 90 degrees. He attempted to descend beneath the wire but the right wing and strut collided with the wire causing the aircraft to rise and assume a steep nose down attitude before impacting the ground. The nosewheel assembly separated at initial impact and the aircraft continued for about 15 metres before coming to rest. The pilot, who was uninjured, evacuated through the left hand cockpit door which had sprung open. There was no evidence of any pre-existing defect which could have caused the engine to fail. The Carburettor Icing - Probability Chart, which has been published in the Aviation Safety Digest, indicated that the prevailing atmospheric conditions would have been conducive to serious carburettor icing at any power setting.

Significant Factors:

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

1. The pilot did not recognise that the ambient conditions were conducive to serious carburettor icing.
2. Pilot in command did not apply carburettor heat for a sufficient period of time.
3. Carburettor icing was sufficient to deprive engine of correct fuel/air mixture and thus cause the engine to lose power.