

**Aviation Safety Investigation Report  
199001987**

**Cessna 182P**

**11 May 1990**

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](http://www.atsb.gov.au).**

This accident was not formally investigated by the Bureau.

**Occurrence Number:** 199001987                      **Occurrence Type:** Accident  
**Location:** Canyonleigh NSW  
**Date:** 11 May 1990                      **Time:** 1555  
**Highest Injury Level:** Minor  
**Injuries:**

	Fatal	Serious	Minor	None
Crew	0	0	0	0
Ground	0	0	0	-
Passenger	0	0	1	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>

**Aircraft Details:** Cessna 182P  
**Registration:** VH-CYR  
**Serial Number:** 18261297  
**Operation Type:** Private  
**Damage Level:** Substantial  
**Departure Point:** Canyonleigh NSW  
**Departure Time:** N/A  
**Destination:** Canyonleigh NSW

**Approved for Release:** 22nd November 1990

**Circumstances:**

The aircraft was taking off from an Authorized Landing Area for a local flight. The weather was fine and calm, with a temperature of 16 degrees Celsius. The pilot reported that after a takeoff run of 300 metres the engine lost power. The takeoff was abandoned and wheel braking applied. At the same time, in a further attempt to reduce speed, the pilot steered the aircraft towards the right side of the strip, where the grass was longer. The nose wheel entered soft ground, resulting in the propeller striking the surface and the aircraft gently overturning. The reason for the loss of power was not determined.