

Aviation Safety Investigation Report
198700100

Cessna 182G

23 May 1987

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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: 198700100
Location: 26 km NE of Boyup Brook WA
Date: 23 May 1987
Highest Injury Level: Minor
Injuries:

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

Occurrence Type: Accident
Time: 1130 apprx

Aircraft Details: Cessna 182G
Registration:
Serial Number: 182-55759
Operation Type: Private (Parachute Dropping)
Damage Level: Substantial
Departure Point: Hillman Farm WA
Departure Time: 1130 apprx
Destination: Hillman Farm WA

Approved for Release: September 18th 1987

Circumstances:

The pilot was conducting a parachute drop from 9000 feet. She reported that the cloud base was broken at about 4500 feet and that she climbed the aircraft through a break in the cloud cover to reach the drop altitude. After the parachutist had exited the aircraft the pilot found a break in the cloud cover and descended. However, she was then unable to locate the airstrip and spent some time flying in various directions until she decided to land and ascertain her location. A paddock was selected and after an aerial inspection a landing approach was conducted. The aircraft touched down about 150 metres into the paddock in tailwind conditions. It then ran through a fence, across a road and struck another fence before the nosegear leg collapsed. The aircraft then nosed over and came to rest inverted. The accident site is located about 47 kilometres south-west of the Hillman Farm Airstrip. After descending below the cloud base the pilot's reported actions did not include basic procedures when lost. She advised that when she could not establish her position, she became confused and apprehensive and consequently picked an unsuitably short paddock in which to land. The pilot had only recently recommenced flying after a 3 year break, and had completed a biennial flight review prior to conducting these parachute drops. Although this review totalled almost 6 hours flying and covered many important sequences, the instructor did not appreciate that the pilot had no cross-country experience in at-least that time. Navigation techniques and basic actions if lost were not covered in the review.