## **Aviation Safety Investigation Report 198600144**

Cessna 188

31 July 1986

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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: 198600144 Occurrence Type: Accident

**Location:** Munglinup, 120km West of Esperance WA **Date:** 31 July 1986 **Time:** 1400

**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 188 **Registration:** VH-DOD

**Serial Number:** 

**Operation Type:** Aerial Work (Agricultural)

Damage Level: SubstantialDeparture Point: Munglinup WA

**Departure Time:** 1400

**Destination:** Munglinup WA

**Approved for Release:** June 25th 1987

## **Circumstances:**

The pilot was engaged in the spreading of urea. During the operation he had observed that the aircraft was not performing as well as normal. He carried out a trouble check and after the completion of some rectifications and an engine run, believed he had rectified the problem. Six more sorties were completed without problem. However, shortly after takeoff on the next sortie the engine again partially lost power. The pilot decided to return and land, but not dump the load. During the turn toward the airstrip the aircraft stalled and impacted the ground with the left wingtip. The investigation determined that the loss of engine power was caused by a faulty magneto and contributed to by the generally poor condition of the engine. The engine had not been operating normally for some time, and attempts to rectify the problems, by unlicenced maintenance personnel, had not been successful.