

**Aviation Safety Investigation Report
198500158**

Resurgam

18 October 1985

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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.

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: 198500158
Location: 7km NE of Mt Barker WA
Date: 18 October 1985
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: Resurgam
Registration: Not Registered
Serial Number:
Operation Type: Sport Aviation
Damage Level: Destroyed
Departure Point: Riches Farm 5km NE of Mt Barker WA
Departure Time: 0630 (Aprx)
Destination: Riches Farm WA

Approved for Release: April 24th 1986

Circumstances:

The owner of the aircraft is reported to have worn a neck brace to assist with his recovery from a neck injury suffered some years ago. On the evening preceding the accident he had complained of feeling unwell. The next morning he rose at about 0600 hours and apparently prepared the aircraft for a flight to a neighbour's property. The wreckage of the aircraft was located about four kilometres north of the pilot's homestead at 0830 hours. The aircraft was found to have impacted the ground in an inverted attitude. Examination of the wreckage indicated that the aircraft had been constructed and maintained to a high standard and no defect could be found that may have contributed to the occurrence. The aircraft was fitted with a serviceable emergency parachute which had not been activated by the pilot. The actuating lever was readily accessible within the cockpit. Post mortem examination revealed that the pilot suffered from coronary artery disease. It was also reported that he had previously suffered several periods of total incapacitation. It is considered possible that he may have suffered incapacitation in flight.