

**Aviation Safety Investigation Report  
199001963**

**Cessna 182 D/A1**

**12 February 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.

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

This accident was not formally investigated by the Bureau.

**Occurrence Number:** 199001963      **Occurrence Type:** Accident  
**Location:** "Eulinda Park" (12 km east of Temora) NSW  
**Date:** 12 February 1990      **Time:** 1500  
**Highest Injury Level:** Nil  
**Injuries:**

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

**Aircraft Details:** Cessna 182 D/A1  
**Registration:** VH-DZL  
**Serial Number:** 18253011  
**Operation Type:** Private  
**Damage Level:** Substantial  
**Departure Point:** "Glenlea" Temora NSW  
**Departure Time:** N/K  
**Destination:** "Eulinda Park" Temora  
NSW

**Approved for Release:** 12 March 1990

**Circumstances:**

The pilot reported he had flown to the property to visit some friends. He overflowed the paddock in which he intended to land at a height of 500 feet before deciding to carry out a low inspection run to determine if the surface was suitable for a landing. The pilot advised that he had seen a powerline running parallel to the direction of travel. As the aircraft passed along the paddock it struck an unseen spur line running at right angles to the main line. After severing both conductors, the aircraft was flown for a further kilometre before being landed. During the landing roll the aircraft collided with a contour bank.