

**Aviation Safety Investigation Report
198900008**

Cessna A188B/A1

16 May 1989

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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: 198900008
Location: 2km E Carroll NSW
Date: 16 May 1989
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident

Time: 1515

	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 A188B/A1
Registration: VH-SWF
Serial Number: 18801852T
Operation Type: Agricultural
Damage Level: Substantial
Departure Point: Avondale', 8km SE Carroll
NSW
Departure Time: 1500
Destination: Avondale' NSW

Approved for Release: 10th September 1990

Circumstances:

The pilot was conducting an agricultural seeding operation into a cleared paddock which was heavily timbered along its western boundary. The swath runs were in an east/west direction, with a left hand procedure turn at the completion of each run. The pilot reported that during the procedure turn at the western end of the paddock, the stall warning sounded and the aircraft commenced to sink. The pilot attempted to dump the load but was unable to activate the hopper dump door. The aircraft stalled from a height of approximately 100 feet above ground level, impacting the ground in a nose and left wing low attitude. The pilot could not recall a loss of engine power during the procedure turn. The investigation did not reveal any airframe deficiency which could have contributed to a loss of performance. A subsequent bulk strip of the engine revealed that the number six cylinder exhaust valve pushrod was bent and the associated valve was sticking. It is considered likely that these defects would have contributed to a loss of power. However, the precise reason for the loss of performance could not be determined. The reason why the pilot was unable to dump the hopper load could not be determined.

Significant Factors:

The following factors were considered relevant to the development of the accident

1. The aircraft lost performance during the procedure turn.
2. The number six cylinder exhaust valve pushrod was bent and the valve was sticking. This accident was not the subject of an on-scene investigation.