

**Aviation Safety Investigation Report
199703382**

**Cessna Aircraft Company
150L**

11 October 1997

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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: 199703382**Occurrence Type:** Accident**Location:** Marion Downs**State:** QLD**Inv Category:** 4**Date:** Saturday 11 October 1997**Time:** 1000 hours**Time Zone:** EST**Highest Injury Level:** Serious**Injuries:**

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

Aircraft Manufacturer: Cessna Aircraft Company**Aircraft Model:** 150L**Aircraft Registration:** VH-IEK**Serial Number:** 15075638**Type of Operation:** Non-commercial Aerial Mustering**Damage to Aircraft:** Substantial**Departure Point:** Marion Downs Qld**Departure Time:** 0625 EST**Destination:** Marion Downs Qld**Crew Details:**

| Role | Class of Licence | Hours on | | |
|------------------|-------------------------|-----------------|--------------|--------------|
| | | Type | Hours | Total |
| Pilot-In-Command | Private | | 5031.4 | 5088 |

Approved for Release: Tuesday, November 4, 1997

The pilot reported that while he was conducting a turn above some cattle, the aircraft appeared to lose speed and altitude. The aircraft was about 75-100 ft AGL at the time. The pilot pushed the control column forward and applied full power. However, this had little effect and it became obvious that the aircraft was going to strike the ground. The pilot said that just before impact, he pulled back on the control column. The pilot could not recall looking at the airspeed indicator during the final stages of the flight, and did not recall hearing the stall warning sound. However, he considered it likely that the aircraft stalled during the turn and that there was insufficient height above the ground for him to effect recovery to normal flight.