

**Aviation Safety Investigation Report
199000024**

Cessna 182

6 November 1990

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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: 199000024 **Occurrence Type:** Accident
Location: "Curragundi" 56 km west of Moree NSW
Date: 6 November 1990 **Time:** 1445
Highest Injury Level: Fatal
Injuries:

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Ground	0	0	0	-
Passenger	2	0	0	0
Total	3	0	0	0

Aircraft Details: Cessna 182
Registration: VH-PAH
Serial Number: 18267160
Operation Type: Private
Damage Level: Destroyed
Departure Point: "Belahna" 50 km north of
Moree NSW
Departure Time: 1400
Destination: "Curragundi" NSW

Approved for Release: 30th April 1991

Circumstances:

The pilot, accompanied by two employees, was carrying out an aerial inspection of a harvesting operation in a large open paddock. The aircraft had approached from the north, flying at approximately 150 feet above ground level, and carried out a right hand orbit. It then proceeded for a short distance in a southerly direction, before entering a steep descending turn to the left towards a three wire powerline positioned north-south across the paddock, the spans of which were approximately 30 feet above ground level. Approaching the powerline the aircraft was observed to climb rapidly, and a noise like a breaking stick was heard as the left hand wingtip contacted the centre wire of the powerline. The aircraft continued to climb steeply to about 80 feet above ground level. It faltered momentarily before stalling and impacting the ground 100 metres east of the powerline. The aircraft impacted on its left hand wing and nose. It bounced a further 25 metres while turning inverted and became engulfed in a ball of fire which reduced it to ashes. In 1988 the pilot received a serious head injury which resulted in the Civil Aviation Authority not renewing his pilot licence pending additional information from the pilot regarding his medical condition. The pilot did not provide sufficient information but continued to fly up to the time of the accident.

Significant Factors:

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

1. The pilot was conducting a low flying operation.
2. The pilot probably saw the powerline too late to avoid it.
3. The aircraft stalled at a height from which it was too low to effect a recovery.