

**Aviation Safety Investigation Report
199300307**

**Cessna Aircraft Company
182C**

20 February 1993

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 Executive Director 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.

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

Occurrence Number: 199300307 **Occurrence Type:** Accident
Location: Tully
State: QLD **Inv Category:** 4
Date: Saturday 20 February 1993
Time: 0910 hours **Time Zone** EST
Highest Injury Level: Minor
Injuries:

	Fatal	Serious	Minor	None	Total
Crew	0	0	1	0	1
Ground	0	0	0	0	0
Passenger	0	0	0	5	5
Total	0	0	1	5	6

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 182C
Aircraft Registration: VH-BXW **Serial Number:** 52429
Type of Operation: Miscellaneous Parachute Jump
Damage to Aircraft: Substantial
Departure Point: Tully QLD
Departure Time: 1845 EST
Destination: Tully QLD

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command		50.0	300

Approved for Release: Tuesday, October 19, 1993

At about 400 feet on climb after takeoff the engine began to run roughly and lose power. The pilot was forced to attempt a landing in a canefield. During the landing one wing struck the cane and the aircraft nosed over coming to rest inverted.

Inspection of the aircraft found that the internal timing of the magneto was incorrect and that the magneto was also in a poor state of repair. In addition, the spark plugs were of different types and in varying condition. It was the opinion of the maintenance engineers who inspected the ignition system that the loss of power was a result of the overall condition of the system.