

**Aviation Safety Investigation Report  
199300664**

**Cessna Aircraft Company  
Cessna Skyhawk**

**26 March 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.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

**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).**

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:** 199300664      **Occurrence Type:** Accident  
**Location:** 17km W Wagin  
**State:** WA      **Inv Category:** 4  
**Date:** Friday 26 March 1993  
**Time:** 1600 hours      **Time Zone:** WST  
**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	1	0	1
<b>Total</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>

**Aircraft Manufacturer:** Cessna Aircraft Company  
**Aircraft Model:** 172M  
**Aircraft Registration:** VH-EYR      **Serial Number:** 17262724  
**Type of Operation:** Non-commercial Business  
**Damage to Aircraft:** Substantial  
**Departure Point:** Gnowangerup WA  
**Departure Time:**  
**Destination:** Wagin WA

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	Private	250.0	400

**Approved for Release:** Tuesday, July 13, 1993

The pilot, returning to his home base, decided to conduct an inspection of the paddocks around a property with which he was familiar. He completed two higher level circuits before selecting a suitable landing area. He had noted wires along the edge of the chosen paddock and elected to conduct an approach and a low-level inspection. After satisfying himself that the approach and landing area were suitable, the pilot commenced a missed approach with the intention of continuing the flight to his destination. He planned to return by car to inspect the paddock at ground level for suitability at a later date. As the pilot applied power, the landing gear caught on a wire across the paddock. The wire, which had a span of 400 metres, did not break immediately and the aircraft was pulled to the ground.

During the low level inspection, the pilot had removed his shoulder harness so that he would have a better view of the edges of the paddock as he flew along it. In the ensuing impact, he suffered serious injuries which were considered to have been potentially fatal, because of the lack of upper body restraint.