

**Aviation Safety Investigation Report
199301099**

**Cessna Aircraft Company
Skyhawk**

01 February 1993

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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 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: 199301099 **Occurrence Type:** Accident
Location: 28km SW Stawell
State: VIC **Inv Category:** 4
Date: Monday 01 February 1993
Time: 1900 hours **Time Zone** ESuT
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
Total	0	1	1	0	2

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 172N
Aircraft Registration: VH-INU **Serial Number:** 17269454
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Destroyed
Departure Point: Great Western VIC
Departure Time: 1845 ESuT
Destination: Casterton VIC

Approved for Release: Wednesday, May 19, 1993

The aircraft was flying over the Grampians mountain ranges, the highest peak of which is nearly 4000 feet. The pilot reported that he had diverted slightly to the north of track to avoid the higher peaks of the first range but also to keep clear of a storm to the south and to keep below cloud. As the flight proceeded, the pilot realised that the aircraft was not going to clear the rising ground. He attempted to turn away from the rising ground but realised that the aircraft was going to sink into the trees in the heavily timbered terrain. The pilot lowered flap and stalled the aircraft into the tops of the trees, estimated to be between 20 and 30 metres high.

The aircraft was destroyed as it fell through the trees to the ground. The two occupants spent the night at the site. Early the next morning, when there was no longer any sign or smell of fuel, they turned the radio on and made a call to Melbourne, after which search and rescue procedures were commenced.

The pilot initially believed that the engine had suffered some form of power loss. The wreckage was inspected by an aircraft engineer who reported that damage to the propeller was consistent with the engine delivering significant power at the time of propeller impact. The Bureau of Meteorology advised that there were active thunderstorms in the area at the time with the possibility of severe downdrafts. In addition, conditions were conducive to the formation of carburettor ice. However, an eyewitness reported that the wind was calm and the sky was clear at the time of the accident.

The accident was not formally investigated by the Bureau and it was therefore not possible to determine significant factors that could be supported by sound evidence.