

**Aviation Safety Investigation Report  
199001149**

**Cessna 172-H**

**07 July 1990**

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 CEO 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 CEO 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).**

This accident was not formally investigated by the Bureau.

**Occurrence Number:** 199001149 **Occurrence Type:** Accident  
**Location:** Deloraine TAS  
**Date:** 07 July 1990 **Time:** 1050  
**Highest Injury Level:** Nil  
**Injuries:**

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>

**Aircraft Details:** Cessna 172-H  
**Registration:** VH-DPC  
**Serial Number:** 17255806  
**Operation Type:** Private  
**Damage Level:** Substantial  
**Departure Point:** Deloraine TAS  
**Departure Time:** 1026  
**Destination:** Queenstown TAS

**Approved for Release:** 24th October 1990

**Circumstances:**

Shortly after DEPARTURE the pilot received an unfavourable weather report and decided to return to the DEPARTURE strip. The wind at the strip was estimated at 280/15 and the landing direction was 300 degrees. As the aircraft was about to touch down a sudden wind gust lifted the nose and left wing. The pilot recovered to a wings level attitude but the aircraft was then heading 30 degrees to the right of the landing direction. The aircraft collided with two low hawthorn bushes, coming to a stop a short distance further on facing opposite the landing direction.