

**Aviation Safety Investigation Report
198902536**

Cessna 172N

28 January 1989

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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: 198902536
Location: Camden NSW
Date: 28 January 1989
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident

Time: 1012

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

Aircraft Details: Cessna 172N
Registration: VH-WSA
Serial Number: 17269299
Operation Type: Aerial Work
Damage Level: Substantial
Departure Point: Camden NSW
Departure Time: 1007
Destination: Camden NSW

Approved for Release: March 17th 1989

Circumstances:

The pilot had completed one circuit involving a touch and go landing. As power was applied for the take off phase of the second touch and go, the aircraft swerved to the left with the left main landing gear clear of the ground. The pilot was able to arrest the left swing but the aircraft continued to track beyond the confines of the flight strip. After impacting a fence post and two drains, the nose and left main gears were dislodged and the left wing impacted the ground. The investigation revealed that the pilot had used an incorrect crosswind control technique and failed to maintain directional control of the aircraft during the ground roll. The pilot delayed abandoning the take off phase of the touch and go sequence. The position at which the power was reduced and the take off abandoned could not be determined. There were no pre-existing defects with the aircraft which could have contributed to the accident. This accident was not the subject of an on-site investigation.

Significant Factors:

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

1. The pilot did not use the proper crosswind control technique to maintain directional control of the aircraft during the ground roll.
2. The pilot delayed abandoning the take off phase of the touch and go sequence.