

**Aviation Safety Investigation Report  
198500129**

**Cessna 172**

**5 March 1985**

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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 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).**

**Occurrence Number:** 198500129  
**Location:** Nullagine WA  
**Date:** 5 March 1985  
**Highest Injury Level:** Nil  
**Injuries:**

**Occurrence Type:** Accident

**Time:** 1900

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

**Aircraft Details:** Cessna 172  
**Registration:** VH-DZA  
**Serial Number:**  
**Operation Type:** Pleasure  
**Damage Level:** Substantial  
**Departure Point:** Limestone Station WA  
**Departure Time:** 1800  
**Destination:** Nullagine WA

**Approved for Release:** 31st July 1985

**Circumstances:**

The pilot planned to arrive at his destination 10 minutes before his estimate of last light. However, after deviating around rain showers and conducting an aerial inspection of a prospecting site, the pilot's arrival was delayed until 10 minutes after last light. An approach was made to the unlit strip using the aircraft landing light for guidance. After flaring at about 15 feet agl the pilot waited for the touchdown but the aircraft stalled and struck the ground nosewheel first, collapsing the nosegear. Facilities were available at the departure aerodrome which would have allowed the pilot to obtain a weather forecast and an accurate time of last light. Despite the fact that the pilot had no night flying experience he choose to land the aircraft without requesting an emergency flare path to be laid.