

**Aviation Safety Investigation Report
198903743**

Cessna 172-N

14 January 1989

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.

Occurrence Number: 198903743
Location: Caloundra QLD
Date: 14 January 1989
Highest Injury Level: Serious
Injuries:

Occurrence Type: Accident

Time: 930

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Ground	0	0	0	-
Passenger	0	2	1	0
Total	0	3	1	0

Aircraft Details: Cessna 172-N
Registration: VH-ADY
Serial Number: 17270630
Operation Type: Private
Damage Level: Substantial
Departure Point: Caloundra QLD
Departure Time: 0830
Destination: Caloundra QLD

Approved for Release: 22nd August 1989

Circumstances:

The pilot had arranged to take some friends for a flight and to have a flight check with a flying instructor beforehand. Initially the instructor was unhappy with the pilot's circuit planning and landings. The pilot was given some information on the aircraft and a circuit diagram and another check was scheduled for the following day. On the next day the instructor gave the pilot a substantial briefing prior to the flight. The pilot's flying had improved significantly and the instructor assessed him as competent to fly the aircraft. After a scenic flight in the local area the aircraft joined the circuit on right downwind for runway 12. Surface wind at the time was 120° at 15 knots. The aircraft was observed to touchdown aligned with the centreline, near the runway threshold, and a short time later was seen to bank left. It touched down on the grass within the left hand side flight strip heading about 40° to the left of the runway direction. At around this time the pilot elected to go-around and he applied full power. From this point the aircraft made a gentle left turn until it was tracking 330°. Initial impact with the ground occurred when the aircraft was descending at an angle of approximately 15° and banked at least 30° to the left. Indicated airspeed at this time was 35 knots. The aircraft landed heavily on the nosegear and rolled backwards before coming to rest 20 metres from the point of initial impact.

Significant Factors:

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

1. Pilot had little recent flying experience.
2. Pilot did not maintain control of the aircraft after a bounced landing.