

**Aviation Safety Investigation Report  
198802394**

**Cessna 172RG**

**14 October 1988**

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 subject to an on scene investigation.

<b>Occurrence Number:</b> 198802394 <b>Location:</b> Schofields NSW <b>Date:</b> 14 October 1988 <b>Highest Injury Level:</b> Nil <b>Injuries:</b>	<b>Occurrence Type:</b> Accident  <b>Time:</b> 1558
--	---

	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 172RG  
**Registration:** VH-TNU  
**Serial Number:** 172RG0620  
**Operation Type:** Private  
**Damage Level:** Substantial  
**Departure Point:** Tumut NSW  
**Departure Time:** 1431  
**Destination:** Schofields NSW

**Approved for Release:** 8 March 1989

#### **Circumstances:**

On the first approach to land the aircraft was caught by a wind gust and the pilot carried out a go around. On the second approach the aircraft touched down and bounced. On the subsequent touchdown the aircraft was struck by another gust the left wing lifted and the aircraft tipped onto its nose and right wingtip. It then fell back onto its wheels veered to the left and ran off the runway. The wind strength at the time was reported as being 15 to 20 knots with gusts. The crosswind on the runway in use averaged 18 knots with a maximum of 25 knots. Local terrain features also caused variable wind problems. The into-wind runway was not available as it was being used for aircraft parking for visitors to an air show. The maximum crosswind component for the aircraft type was listed as 15 knots. The pilot was relatively inexperienced and had not previously landed in similar wind conditions.

#### **Significant Factors:**

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

1. The most suitable runway was not available for use.
2. The pilot encountered conditions beyond his experience and capability.
3. The pilot was unable to maintain directional control of the aircraft.