Aviation Safety Investigation Report 198502531

Cessna 172-M

16 April 1985

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: 198502531 Occurrence Type: Accident

Location: Hoxton Park NSW

Date: 16 April 1985 **Time:** 1300

Highest Injury Level: Nil

Injuries:

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	3
Total	0	0	0	4

Aircraft Details: Cessna 172-M **Registration:** VH-MAE

Serial Number:

Operation Type: Private-Sightseeing

Damage Level: Substantial

Departure Point: Hoxton Park NSW

Departure Time: 1150

Destination: Hoxton Park NSW

Approved for Release: 20th May 1985

Circumstances:

On final for runway 16 the pilot noticed another aircraft on departure using runway 34. The climbing aircraft turned right immediately to allow sufficient clearance for the landing aircraft to continue its approach, however, the pilot elected to go around instead. During the go around the aircraft mushed onto the flight strip, broke off its nosewheel, nosed over and came to rest inverted 30 metres from the initial impact point. The aircraft entered the circuit without making inbound or circuit entry calls and because the wind was still directly across the strip, the pilot decided to use runway 16 which he had used for the take-off. Two aircraft already in the circuit, but using runway 34, were not sighted until a head-on condition had developed with one of them. During the go around, with the speed at about 65 knots, the flaps were fully retracted. Prior to this departure a dual check was completed as the pilot had not flown the Cessna 172 for 8 years.