

**Aviation Safety Investigation Report
198800876**

Cessna 177-B

2 October 1988

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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: 198800876
Location: Parafield SA
Date: 2 October 1988
Highest Injury Level: Nil
Injuries:

Occurrence Type: Incident

Time: 1956

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

Aircraft Details: Cessna 177-B
Registration: VH-TXX
Serial Number: 17702494
Operation Type: Private
Damage Level: Minor
Departure Point: Olympic Dam SA
Departure Time: N/K
Destination: Parafield SA

Approved for Release: 17 July 1989

Circumstances:

On arrival at his destination the pilot was cleared to join the circuit and he requested an orbit to lose height prior to landing. He was given permission to orbit and placed number two for landing. The tower was then advised by the pilot that he was carrying out a missed approach. The pilot completed a second circuit but again advised the tower of a missed approach. In response to a query from the tower as to his operations the pilot stated that he had some concern about his nosewheel since he had touched down too heavily on it and he had heard a loud noise at the same time. The pilot expressed further concern that he may have damaged the nosegear. After an inspection by the firecrew on a low pass the pilot elected to land and achieved a safe landing without further incident. Postflight inspection revealed damage to the nosegear tyre and a slight wrinkling of the firewall. During subsequent investigations the pilot recalled that he had heard a thump on takeoff from Olympic Dam and suggested that the damage may have occurred at that time as a result of a stone strike on the nosewheel. Inspection of the tyre itself gave no indication of the mode of damage. The investigation concluded that the damage had occurred on landing at Parafield.

Significant Factors:

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

1. The pilot was inexperienced on the aircraft type.
2. The pilot had no recent night flying experience.
3. As a result of an improper landing flare the aircraft was landed heavily on its nosewheel.