

**Aviation Safety Investigation Report
198700755**

Cessna 172-D

31 November 1987

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.

The accident was not subject to an on scene investigation.

Occurrence Number: 198700755

Occurrence Type: Accident

Location: Borroloola NT

Date: 31 November 1987

Time: 1130

Highest Injury Level: Nil

Injuries:

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

Aircraft Details: Cessna 172-D

Registration: VH-RKX

Serial Number: 17249688

Operation Type: N/A (Stolen aircraft)

Damage Level: Substantial

Departure Point: Borroloola NT

Departure Time: N/A

Destination: Darwin Area NT

Approved for Release: 24 March 1988

Circumstances:

The aircraft was stolen by a person with the intention of travelling to Western Australia. The ignition lock was activated using the frame of a pair of sunglasses, and after starting the engine the pilot taxied the aircraft onto the strip, where he commenced to take off downwind. Shortly after the aircraft became airborne the tail struck the ground, and the pilot reduced engine power. The nosewheel then contacted the ground and the aircraft commenced to "wheelbarrow". It ran off the side of the strip and subsequently overturned. There is no record of the pilot ever having held a flying licence, or of having received any formal flying training.