

**Aviation Safety Investigation Report**  
**198602357**

**Cessna 172 N**

**08 November 1986**

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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.

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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](http://www.atsb.gov.au).**

This accident was not subject to an on scene investigation.

**Occurrence Number:** 198602357
 **Occurrence Type:** Accident

**Location:** Nymagee NSW
 **Time:** 0630

**Date:** 08 November 1986

**Highest Injury Level:** Nil

**Injuries:**

	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 172 N

**Registration:** VH-IXK

**Serial Number:**

**Operation Type:** Private (Travel)

**Damage Level:** Substantial

**Departure Point:** Nymagee NSW

**Departure Time:** N/A

**Destination:** Condobolin NSW

**Approved for Release:** February 12th 1987

**Circumstances:**

The surface of the particular ALA was covered with long grass and areas of low scrub and bushes. The pilot taxied along one of the strips until he came to an area of thicker scrub, and saw markers which he believed defined the end of the strip. During the take-off roll, the aircraft had reached a speed of about 50 knots when the pilot realised that he was approaching the upwind end of the strip. He abandoned the take-off, and attempted to steer the aircraft through a gate in the boundary fence. However, the left wing and mainwheel struck the gate post, the aircraft slewed rapidly and the nosegear collapsed. The pilot later advised that he had begun the take-off from the intersection of the two flight strips, and had confused markers on the other strip for those at the end of the strip selected. As a result, the length available had been about 425 metres, compared to the full strip length of 950 metres. The pilot had not previously operated from the particular ALA. Grass on the strips was between 30 and 45 centimetres high in places and this, together with a number of low bushes, made the strip markers difficult to see.