

**Aviation Safety Investigation Report
198700754**

Cessna 172P

23 November 1987

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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.

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: 198700754
Location: Delissaville NT
Date: 23 November 1987
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident

Time: 1330

	Fatal	Serious	Minor	None
Crew	0	0	2	2
Ground	0	0	0	-
Passenger	0	0	0	0
Total	0	0	0	2

Aircraft Details: Cessna 172P
Registration: VH-FCQ
Serial Number: 172-74973
Operation Type: Aerial Work (Instructional
Dual)
Damage Level: Substantial
Departure Point: Darwin NT
Departure Time: 1300
Destination: Delissaville NT

Approved for Release: 13 April 1988

Circumstances:

The student was carrying out a practice forced landing on Delissaville airstrip as part of a pre-licence test. After the student had initiated the flare for landing, the instructor became aware of a high descent rate but too late to prevent a hard landing. The instructor took control, carried out a touch and go, then advised the student to return to Darwin. Inspection there, revealed that the aircraft had suffered substantial damage as a result of the hard landing. The student was landing on a strip that presented different visual cues to the strip he had used for most of his training. During the approach the instructor allowed his attention to be diverted from his monitoring task. The student also believes that he allowed his attention to wander from the landing to the next situation that the instructor may have presented to him, and flared too high. This accident was not the subject of an on-site investigation.