

**Aviation Safety Investigation Report
198901550**

Cessna 172D

18 August 1989

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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: 198901550 **Occurrence Type:** Accident
Location: 5 km north-west of Nathalia VIC
Date: 18 August 1989 **Time:** 945
Highest Injury Level: Nil
Injuries:

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	2
Total	0	0	0	3

Aircraft Details: Cessna 172D
Registration: VH-IAG
Serial Number: 17249789
Operation Type: Private
Damage Level: Substantial
Departure Point: 5 km north-west of Nathalia VIC
Departure Time: 0900
Destination: 5 km north-west of Nathalia VIC

Approved for Release: 26th October 1989

Circumstances:

The pilot reported that he made an approach to land on the 675 metre long level grass strip in calm wind conditions. Approach speed was 70 knots and the aircraft passed over the approach end fence at about 20 to 30 feet above the ground at an airspeed of 65 knots. The aircraft touched down about a quarter of the way down the strip. The pilot said that he allowed the aircraft to settle, raised the flaps and applied the brakes. The aircraft started to slow down but then the brakes seemed to lose effectiveness. The pilot decided not to go around because of considerations of aircraft weight, speed and strip remaining. Instead, he attempted to turn off the strip to the right where there was plenty of room to stop but he got no response from the nosewheel steering or right brake application. The aircraft finally ran into the fence at the end of the strip which resulted in the nosewheel breaking off. The pilot said the strip surface at the time was short grass which was still very damp due to a frost the previous night. After the accident he inspected the nosewheel assembly and reported that there may have been a broken part on the steering assembly which could have resulted in no steering to the right. However, he did not report any problem with the nosewheel steering prior to this landing. This accident was not the subject of a formal on scene investigation.

Significant Factors:

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

1. The pilot did not make use of the maximum strip length available.
2. The short grass surface of the strip was wet due to a frost.

3. There was possibly a defect with the nosewheel steering which may have prevented the pilot from turning the aircraft away from the fence.