

**Aviation Safety Investigation Report
198303421**

Cessna 172F

27 February 1983

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.

Occurrence Number: 198303421**Occurrence Type:** Accident**Location:** Witchelina Homestead, 71 km NNW of Leigh Creek South SA**Date:** 27 February 1983**Time:** 1810**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 172F**Registration:** VH-DOX**Serial Number:****Operation Type:** Aerial inspection of wells**Damage Level:** Substantial**Departure Point:** Witchelina Homestead SA**Departure Time:** 1730**Destination:** Witchelina Homestead SA**Approved for Release:** 20th August 1985**Circumstances:**

The pilot flared the aircraft for landing but then decided he was undershooting and applied full power to go-around. The aircraft climbed to about 7 feet when the left wing dropped and struck the ground. The aircraft yawed sharply to the left and the nose struck the ground heavily. The pilot was late in detecting the undershoot but when full power was applied to correct this, he failed to adjust the pitch attitude and the aircraft stalled.