Aviation Safety Investigation Report 198500153

Cessna 172N

1 November 1985

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 <u>www.atsb.gov.au</u>.

Occurrence Number: Location: Date: Highest Injury Level: Injuries:		5km SE of Pinjarra WA 1 November 1985			Occurrence Type: Accident Time: 1415	
0			Fatal	Serious	Minor	None
		Crew	0	0	1	1
		Ground	0	0	0	-
		Passenger	0	0	0	3
		Total	0	0	0	4
Aircraft Details: Registration: Serial Number: Operation Type: Damage Level: Departure Point: Departure Time: Destination:	VH-BWN Private-Travel Substantial Geraldton WA					

Approved for Release: April 29th 1986

Circumstances:

Prior to attempting the landing the pilot carried out an aerial inspection of the strip. The aircraft touched down on a gravel road leading to the strip, however, the ground track of the aircraft was effected by a windrow along the side of the road and the pilot was unable to control the aircraft. The pilot applied power to carry out a go-around, but the right main wheel struck a car tyre, which was used to mark the strip threshold, causing the aircraft to veer to the left towards a fence. The pilot managed to manoeuvre the aircraft over the fence but it struck the ground, wingtip first, in an adjacent paddock. The majority of the surface of the strip within the boundry markers consisted of a four metre wide road and the pilot was apprehensive about its use. However, following the conduct of a circuit at the strip by the aircraft's owner, the pilot decided to use the strip as the passengers were waiting to depart for Geraldton. On the return flight the pilot was apprehensive about the landing, but decided not to divert to a nearby airfield because of the likelihood of the passengers experiencing subsequent transportation delays. To increase the landing distance available, the pilot decided to land short of the threshold marked by the tyres at the edge of the road. Once on the ground the pilot's view of the tyres was restricted by long grass.