

**Aviation Safety Investigation Report
198600706**

Cessna 172P

31 August 1986

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: 198600706
Location: Parafield SA
Date: 31 August 1986
Highest Injury Level: Minor
Injuries:

Occurrence Type: Accident
Time: N/A

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

Aircraft Details: Cessna 172P
Registration: VH-KKX
Serial Number:
Operation Type: Aerial Work (Solo Training)
Damage Level: Substantial
Departure Point: Parafield SA
Departure Time: N/A
Destination: Parafield SA

Approved for Release: May 12th 1987

Circumstances:

Following a dual check, the student was briefed to carry out a series of circuits and landings. During the first of these the aircraft microphone failed, and a full stop landing was made in order to obtain a replacement. A normal takeoff and circuit was then flown, however the aircraft was low on approach and the pilot elected to carry out a go-around. After reaching a height of about 200 feet the aircraft was placed in level flight. A descent was then commenced, followed by a turn through 270 degrees. At this point the aircraft touched down in a paddock, became airborne again, then collided with a roadside sign and a power line. It then struck the median strip of a main road and came to rest after colliding with the aerodrome boundary fence. Initial investigation revealed no fault or malfunction of the aircraft which might have contributed to the accident. The student was making his sixth solo flight and had accumulated less than 2 hours in command. No fault was found with the aircraft which might have contributed to the accident. The pilot had experienced considerable learning difficulty during his training as indicated by his having flown only two hours solo in a total of 50 flight hours.