

**Aviation Safety Investigation Report  
198600135**

**Cessna 172D**

**2 April 1986**

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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](http://www.atsb.gov.au).**

**Occurrence Number:** 198600135**Occurrence Type:** Accident**Location:** 100km NNW of Meekatharra WA**Date:** 2 April 1986**Time:** 1600**Highest Injury Level:** Nil**Injuries:**

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>

**Aircraft Details:** Cessna 172D**Registration:** VH-CBH**Serial Number:****Operation Type:** Private**Damage Level:** Substantial**Departure Point:** Moorarie, 120km NW of  
Meekatharra WA**Departure Time:** 1430**Destination:** Moorarie WA**Approved for Release:** May 16th 1986**Circumstances:**

After flying for about an hour the pilot noticed that the engine was running roughly. A magneto check was carried out and a dead cut detected on the left magneto. The pilot decided to land the aircraft on a nearby claypan but misjudged the approach and attempted a go-around. The engine failed to deliver full power and the aircraft struck trees before coming to a halt. The spark plugs were found to be heavily fouled with lead, carbon and oil deposits. Following the cleaning of the plugs a significant rpm drop was no longer present when the magnetos were tested. However, the required minimum static engine rpm could not be obtained and subsequent inspection of the engine revealed it to be in generally poor mechanical condition.