

**Aviation Safety Investigation Report  
198802368**

**Cessna 172**

**15 May 1988**

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

**Occurrence Number:** 198802368  
**Location:** Armidale NSW  
**Date:** 15 May 1988  
**Highest Injury Level:** Nil  
**Injuries:**

**Occurrence Type:** Accident

**Time:** 1445

|              | Fatal    | Serious  | Minor    | None     |
|--------------|----------|----------|----------|----------|
| Crew         | 0        | 0        | 1        | 1        |
| Ground       | 0        | 0        | 0        | -        |
| Passenger    | 0        | 0        | 0        | 4        |
| <b>Total</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>5</b> |

**Aircraft Details:** Cessna 172  
**Registration:** VH-WYZ  
**Serial Number:** 17266785  
**Operation Type:** Private  
**Damage Level:** Substantial  
**Departure Point:** Armidale NSW  
**Departure Time:** N/A  
**Destination:** Armidale NSW

**Approved for Release:** 9/06/1988

**Circumstances:**

The pilot reported that an approach was being made in light crosswind conditions. Touchdown was normal, but the aircraft then became airborne again. A series of bounces then followed, each larger than the last. At some point during this phase the nose strut oleo collapsed and the propeller struck the ground. The aircraft swerved off the runway and slowed to the point where the pilot was able to regain control. Subsequent examination revealed damage to the engine firewall and lower fuselage structure. The pilot was evidently surprised by the speed and severity of the bounces, and had apparently not considered making a go around. This accident was not the subject of an on scene investigation.