

**Aviation Safety Investigation Report
198602658**

Cessna 172

20 July 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: 198602658
Location: Archerfield QLD
Date: 20 July 1986
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident

Time: 1340

	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: Cessna 172
Registration: VH-KZG
Serial Number:
Operation Type: Private (Sightseeing)
Damage Level: Substantial
Departure Point: Archerfield QLD
Departure Time: N/K
Destination: Archerfield QLD

Approved for Release: November 10th 1986

Circumstances:

The pilot was making a landing approach in 8 knot crosswind conditions. Witnesses reported that the aircraft was flared at a greater height above the ground than normal, and it subsequently landed heavily and bounced. The pilot elected to carry out a go-around, applied full power and raised the flaps. Shortly afterwards, the aircraft stalled and struck the ground in a left wing low attitude at about 90 degrees to the runway heading. The pilot had not flown for several weeks, and had evidently misjudged the height of the aircraft when he commenced the landing flare. After he applied full power to go-around, he had retracted the flaps while the airspeed was still relatively low.