

**Aviation Safety Investigation Report
199700382**

**Cessna Aircraft Company
Skylane**

10 February 1997

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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.

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

Occurrence Number: 199700382 **Occurrence Type:** Accident
Location: Meekatharra, Aerodrome
State: WA **Inv Category:** 4
Date: Monday 10 February 1997
Time: 2015 hours **Time Zone** WST
Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 182Q
Aircraft Registration: VH-CJM **Serial Number:** 18265545
Type of Operation: Non-commercial Practice
Damage to Aircraft: Substantial
Departure Point: Meekatharra WA
Departure Time: 1945 WST
Destination: Meekatharra WA

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Private	300.0	435

Approved for Release: Wednesday, February 12, 1997

The pilot reported that he had completed his night rating in January and had decided to practice his night flying techniques. After completing an inspection of a mine site he returned to the circuit for landing practice. He had completed one satisfactory touch-and-go landing and was on an approach for a full-stop landing when the accident occurred. He reported he was unhappy with the approach and decided to complete a go-around from about 30 ft above ground level. Having opened the throttle, the pilot moved his right hand to the trim wheel to remove the significant amount of nose-down trim that was still applied. As he did so the throttle returned to idle and the combination of low power and nose-down trim caused the aircraft to touch down heavily. The nosewheel, firewall and propeller were damaged. The pilot then brought the aircraft to a stop on the runway.

The throttle friction had been set so that it was loose. This contributed to the power reduction when the pilot removed his hand from the throttle. The pilot also reported that he had concentrated his attention on the area of the runway near the expected point of touchdown and not the far end as he had been taught. As a result, he did not recognise the last minute descent until it was too late to recover.