

**Aviation Safety Investigation Report
199701892**

**Cessna Aircraft Company
172C**

06 June 1997

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 Executive Director 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 Executive Director 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.

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: 199701892 **Occurrence Type:** Accident

Location: 9km N Muradup

State: WA

Inv Category: 4

Date: Friday 06 June 1997

Time: 1700 hours

Time Zone: WST

Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company

Aircraft Model: 172C

Aircraft Registration: VH-CBW **Serial Number:** 17249044

Type of Operation: Non-commercial Pleasure/Travel

Damage to Aircraft: Substantial

Departure Point: Albany WA

Departure Time: 1615 WST

Destination: Kojonup WA

Crew Details:

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	Commercial	300.0	700

Approved for Release: Wednesday, June 25, 1997

After departing Albany for a private strip near Muradup, the pilot encountered deteriorating weather conditions including showers, cloud and failing light. With rain falling at the alternative strips, the pilot decided to continue to the private strip. During landing, the pilot rounded the aircraft out too high. It floated and the pilot applied full flap resulting in a landing 200 m down the 600 m strip. On the application of brakes, the aircraft skidded on wet grass on the slight down-slope. As the aircraft came to the end of the strip, the pilot reported that the aircraft veered right, puncturing the right landing gear tyre on a log. It continued along a dam embankment before hitting a fence and coming to a stop. The pilot and passenger were not injured although the aircraft received damage to the right wing, left engine cowl and left elevator.