

**Aviation Safety Investigation Report  
199600340**

**Cessna Aircraft Company  
Skyhawk**

**05 February 1996**

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](http://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.

<b>Occurrence Number:</b> 199600340 <b>Location:</b> 55km W Coonabarabran, Aerodrome <b>State:</b> NSW <b>Date:</b> Monday 05 February 1996 <b>Time:</b> 1400 hours <b>Highest Injury Level:</b> None	<b>Occurrence Type:</b> Accident  <b>Inv Category:</b> 4  <b>Time Zone:</b> ESuT
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<b>Aircraft Manufacturer:</b> Cessna Aircraft Company <b>Aircraft Model:</b> 172N <b>Aircraft Registration:</b> VH-TEQ <b>Type of Operation:</b> Non-commercial Pleasure/Travel <b>Damage to Aircraft:</b> Substantial <b>Departure Point:</b> Canberra ACT <b>Departure Time:</b> <b>Destination:</b> Stornaway Homestead NSW	<b>Serial Number:</b> 17270853
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**Crew Details:**

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	Private	105.0	141

**Approved for Release:** Thursday, February 22, 1996

The pilot reported that he approached the landing site at about 500 ft AGL in light drizzle. There were thunderstorms in the area and the wind was gusty and changing direction.

An approach was made to runway 27 at 500 ft. On final, 10 degrees of flap was set and the aircraft descended to 250 ft. The pilot then decided that he was too high to land and a go-around was initiated. The aircraft turned onto cross wind at 80 kts. As the aircraft turned down wind, the pilot looked back at the runway. When he looked forward again, he realised the aircraft was very low to the ground. He applied full power and full back stick, but the left wing struck a fence.

The aircraft skidded to a stop, damaging the left wing and the propeller blades and breaking the nose wheel and windscreen.