

**Aviation Safety Investigation Report
199600836**

**Cessna Aircraft Company
Skyhawk**

09 March 1996

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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.

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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: 199600836 **Occurrence Type:** Accident
Location: Rottnest Island, Aerodrome
State: WA **Inv Category:** 4
Date: Saturday 09 March 1996
Time: 1330 hours **Time Zone** WST
Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 172P
Aircraft Registration: VH-AOZ **Serial Number:** 17274930
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Substantial
Departure Point: Jandakot WA
Departure Time: 1315 WST
Destination: Rottnest Island WA

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Private	92.0	220

Approved for Release: Tuesday, May 7, 1996

It was reported that the pilot made a normal, full flap landing at 70 kt. The aircraft bounced back into the air and touched down three more times before coming to a stop. The propeller struck the ground during the third touchdown. A post-landing inspection disclosed that the engine firewall was bent at the nosewheel leg attachment point. The sequence of events and the damage indicates that the pilot misjudged the landing flare and allowed the aircraft to touchdown, nosewheel first, on at least one occasion.