

**Aviation Safety Investigation Report  
199600905**

**Cessna Aircraft Company  
Skyhawk**

**17 March 1996**

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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](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.

**Occurrence Number:** 199600905                      **Occurrence Type:** Accident  
**Location:** Wangaratta  
**State:** VIC                                              **Inv Category:** 4  
**Date:** Sunday 17 March 1996  
**Time:** 1045 hours                      **Time Zone**                      ESuT  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Cessna Aircraft Company  
**Aircraft Model:** 172P  
**Aircraft Registration:** VH-LTR                      **Serial Number:** 17274368  
**Type of Operation:** Non-commercial Pleasure/Travel  
**Damage to Aircraft:** Substantial  
**Departure Point:** Wangaratta Vic  
**Departure Time:** 0945 ESuT  
**Destination:** Wangaratta Vic

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	Private	40.0	140

**Approved for Release:** Monday, April 22, 1996

The pilot reported that the wind direction was varying between 180 and 270 degrees, up to 15 knots. He made an approach for runway 18, maintaining about 60 knots on final and with full flap set. As the throttle was closed for the landing flare the aircraft sank. The pilot applied full power to arrest the sink but said the aircraft did not seem to climb normally.

The aircraft then drifted to the left side of the runway. The pilot said he decided to end the sequence by closing the throttle and landing. The aircraft touched down heavily breaking the nosegear off.

**Significant Factors**

The following factors were considered relevant to the development of the accident:

- 1 The pilot probably mishandled the controls during the initial landing flare.
- 2 The pilot probably did not apply the appropriate procedures and control inputs during the attempted go around.