

**Aviation Safety Investigation Report  
199601597**

**Cessna Aircraft Company  
Cutlass**

**09 May 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.

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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:** 199601597                      **Occurrence Type:** Accident  
**Location:** Ballarat, Aerodrome  
**State:** VIC    **Inv Category:** 4  
**Date:** Thursday 09 May 1996  
**Time:** 1300 hours                                      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Cessna Aircraft Company  
**Aircraft Model:** 172RG  
**Aircraft Registration:** VH-IVE                      **Serial Number:** 172RG0619  
**Type of Operation:** Instructional Dual  
**Damage to Aircraft:** Substantial  
**Departure Point:** Ballarat Vic  
**Departure Time:** 1210 EST  
**Destination:** Ballarat Vic

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	Commercial	20.0	5500

**Approved for Release:** Tuesday, May 21, 1996

The flying instructor was conducting dual training for the issue of a retractable undercarriage endorsement. During a touch and go, before takeoff power was reapplied, the student momentarily selected the landing gear up while the aircraft was rolling at about 30 knots on the runway. The nosewheel managed to retract, the propeller struck the runway and the nose landing gear doors were damaged. The aircraft came to rest on the runway.

During the landing roll the instructor retracted the flaps and opened the engine cowl flaps. He saw the student move to select the gear up but before being able to prevent it, the student had moved the selector to 'up', realised his mistake and immediately selected 'down' again.