

**Aviation Safety Investigation Report
199500741**

**Cessna Aircraft Company
Skyhawk**

05 March 1995

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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: 199500741 **Occurrence Type:** Accident

Location: Geelong Airport

State: VIC

Inv Category: 4

Date: Sunday 05 March 1995

Time: 1220 hours

Time Zone: ESuT

Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company

Aircraft Model: 172N

Aircraft Registration: VH-TMT

Serial Number: 17267607

Type of Operation: Non-commercial Pleasure/Travel

Damage to Aircraft: Substantial

Departure Point: Geelong VIC

Departure Time:

Destination: Geelong VIC

Crew Details:

Role	Class of Licence	Hours on		
		Type	Hours	Total
Pilot-In-Command	Private		7.5	54

Approved for Release: Monday, April 3, 1995

The pilot had initially planned to land to the north on a strip which was about 950 metres long. When he saw that a formation flight was preparing for a takeoff to the west on the 400 metre strip, he decided land to the west. The wind was a light north westerly. He reported that his aircraft touched down near the 270 threshold at 60 knots with full flaps and then bounced a couple of times before he attempted a go-around. The local chief flying instructor (CFI) witnessed the accident from one of the formation aircraft and said that the aircraft looked to be faster on touchdown, more like 65 knots.

During the attempted go-around, the pilot selected flaps fully up and full power but almost ran out of strip before becoming airborne. While attempting to avoid a tree near the end of the strip, he stalled the aircraft which then settled onto a fence.

The CFI believed that the go-around would have been successful if the pilot had selected the flaps up in stages rather than going from full flap to zero flap while attempting to become airborne in a short distance.