

**Aviation Safety Investigation Report
199502502**

**Cessna Aircraft Company
Cutlass**

08 August 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: 199502502 **Occurrence Type:** Accident
Location: Gnowangerup, (ALA)
State: WA **Inv Category:** 4
Date: Tuesday 08 August 1995
Time: 0915 hours **Time Zone** WST
Highest Injury Level: Minor
Injuries:

	Fatal	Serious	Minor	None	Total
Crew	0	0	0	1	1
Ground	0	0	0	0	0
Passenger	0	0	1	1	2
Total	0	0	1	2	3

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 172RG
Aircraft Registration: VH-OAC **Serial Number:** 172RG1068
Type of Operation: Non-commercial Business
Damage to Aircraft: Substantial
Departure Point: Jandakot WA
Departure Time: 0830 WST
Destination: Gnowangerup WA

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Private	73.0	300

Approved for Release: Tuesday, December 12, 1995

The pilot completed an airfield inspection prior to joining the circuit for landing. He noted from the movement of the trees that there was a crosswind from the right on runway 30 but he was unable to find the windsock to determine its strength. The pilot flew a normal crosswind approach, with the aircraft yawed into wind, selecting full flap (300) at a speed of 70 kts on short finals. He applied left rudder and right aileron, during the landing, to counter the crosswind. The aircraft bounced on touchdown and began to drift to the left. The application of full right aileron failed to stop the drift and the pilot applied full power in an attempt to go-around. By this time the aircraft had left the runway and was heading towards a gravel mound. The aircraft appeared reluctant to get airborne and the pilot retracted the flaps to 200 in an attempt to improve performance. The aircraft collided with the gravel mound before it became airborne.

A video of the landing and accident indicated that a strong wind was blowing and that there were significant gusts. The aircraft was affected by one such gust as it touched down the first time and it was evident that the pilot was unable to counter its effect. There was insufficient room following the application of power for the aircraft to become airborne before it collided with the mound. The windsock had been shredded by strong winds and was unusable as an indication of wind strength. The pilot had completed crosswind refresher training on the weekend before the accident flight and had assessed the conditions as difficult but safe.

