

**Aviation Safety Investigation Report
199502781**

**Cessna Aircraft Company
172**

27 August 1995

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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: 199502781 **Occurrence Type:** Accident
Location: Paisley Well North
State: QLD **Inv Category:** 4
Date: Sunday 27 August 1995
Time: 1140 hours **Time Zone** EST
Highest Injury Level: Serious
Injuries:

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

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 172G
Aircraft Registration: VH-KMR **Serial Number:** 17253505
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Substantial
Departure Point: Paisley QLD
Departure Time: 1140 EST
Destination:

Approved for Release: Friday, March 8, 1996

A passenger on board the aircraft, said that the measured length of the airstrip was 1,000 m, with trees on the left and open grasslands on the right. He said the airstrip surface was rough to the left of the centreline for almost the entire length. The airstrip also had a slight uphill gradient in the takeoff direction.

The passenger stated that he had taken a short flight with the pilot earlier the same day. He said that during the accident takeoff the aircraft was further to the left of the runway centreline than on the previous occasion, and it appeared to accelerate more slowly. At a height of about 100 to 120 ft above ground level, the stall warning horn sounded and the aircraft began to descend towards the trees to the left of the strip. The left wing then clipped a tree and the aircraft descended to impact the ground nose first.

The investigator was unable to obtain details of the accident from the pilot in command.