

**Aviation Safety Investigation Report
199503197**

**Cessna Aircraft Company
Skyhawk**

27 September 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: 199503197	Occurrence Type: Accident
Location: Fraser Island, (ALA)	
State: QLD	Inv Category: 4
Date: Wednesday 27 September 1995	
Time: 1045 hours	Time Zone: EST
Highest Injury Level: None	

Aircraft Manufacturer: Cessna Aircraft Company	
Aircraft Model: 172N	
Aircraft Registration: VH-SIP	Serial Number: 17268066
Type of Operation: Charter Passenger	
Damage to Aircraft: Substantial	
Departure Point: Hervey Bay QLD	
Departure Time:	
Destination: Fraser Island QLD	

Crew Details:

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	Commercial	204.0	509

Approved for Release: Friday, March 8, 1996

The pilot stated that he departed Hervey bay at 1030 EST, with the intention of positioning the aircraft on the eastern beach of Fraser Island to meet buses from Kingfisher Bay Resort and Village. The buses were due to arrive on the beach at Cornwells Break road at 1100 EST. The pilot said he arrived at the eastern beach at about 1045 and carried out a precautionary search and inspection of the intended landing area. The chosen landing area had a number of four wheel drive vehicles driving over it, and the pilot noticed that they were not leaving any indentations in the sand thus indicating the suitability of the surface for landing.

The pilot said that after the inspection he climbed to 500 ft, and made a left turn to position himself for a final approach towards the south. The touchdown point chosen earlier was achieved, and the mainwheel sand indentations were observed to be suitable for a ground run (as viewed from the left seat through the left window). As the speed reduced the indentations began to deepen. The nosewheel had not yet touched down. At this point a go around was initiated. Full power was applied and 10 degrees of flap was selected. However, the mainwheels encountered an abnormally soft section of sand causing the speed to deteriorate and the nosewheel touched the sand. The nosewheel became embedded in the sand bringing the aircraft to a halt and causing the right wing to strike the ground.

The pilot stated that a Cessna 205 aircraft landed shortly afterwards in the same position without any problems, and taxied over to his aircraft to offer assistance.

