

**Aviation Safety Investigation Report
199503439**

**Cessna Aircraft Company
A150L**

16 October 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: 199503439 **Occurrence Type:** Accident
Location: Killara Station
State: WA **Inv Category:** 4
Date: Monday 16 October 1995
Time: 1530 hours **Time Zone** WST
Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: A150L
Aircraft Registration: VH-FYS **Serial Number:** A1500488
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Substantial
Departure Point: Bunbury WA
Departure Time: 1550 WST
Destination: Killara Station WA

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Private	15.0	400

Approved for Release: Tuesday, December 12, 1995

The pilot was ferrying the aircraft to Killara Station for the owner. He had checked the condition of the strip prior to departure and was advised to land on a road near the homestead as the main strip was unserviceable.

The pilot reported that on arrival he made two low approaches to confirm that the road was suitable and then made a third approach for the landing. There was no windsock visible; however, a windmill indicated that the wind was a crosswind from the right. At about 25 ft on final approach the aircraft started to drift away from the centreline of the road. The pilot was unhappy with the approach and decided to go-around. He opened the throttle; however, before the engine could respond the aircraft descended rapidly and landed heavily on the edge of the road. The aircraft ran off the road into trees, the nosewheel dug in and it overturned.

It was reported that there were no unusual atmospheric conditions present at the time of the accident. It is probable that the sudden descent occurred because the pilot inadvertently allowed the airspeed to reduce to the stall speed during the attempted go-around.