

**Aviation Safety Investigation Report  
199503688**

**Cessna Aircraft Company  
172B**

**06 November 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](http://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:** 199503688                      **Occurrence Type:** Accident  
**Location:** Ballarat  
**State:** VIC                      **Inv Category:** 4  
**Date:** Monday 06 November 1995  
**Time:** 1030 hours                      **Time Zone**                      ESuT  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Cessna Aircraft Company  
**Aircraft Model:** 172B  
**Aircraft Registration:** VH-MBR                      **Serial Number:** 17248154  
**Type of Operation:** Non-commercial Pleasure/Travel  
**Damage to Aircraft:** Substantial  
**Departure Point:** Warrnambool Vic  
**Departure Time:** 0933 ESuT  
**Destination:** Albury NSW

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	Private	70.0	550

**Approved for Release:** Tuesday, September 10, 1996

The pilot diverted to Ballarat due to poor weather enroute. He noted smoke from a nearby chimney and estimated the wind was from 160 degrees. Runway 18 was selected for landing. On touchdown the aircraft bounced, touching down again near the right side of the runway. The pilot applied power to go around as the aircraft ran off the right side of the runway into a wet and boggy grass area. The aircraft did not become airborne. The nose leg collapsed on the soft surface and the aircraft quickly came to a stop.

**Significant Factors**

The following factors were considered relevant to the development of the accident:

- 1 The pilot probably misjudged the landing flare.
- 2 The pilot probably did not apply the appropriate technique to ensure that directional control was maintained during the attempted landing and go around sequence.