

**Aviation Safety Investigation Report
199503852**

**Cessna Aircraft Company
Skyhawk**

16 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.

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: 199503852 **Occurrence Type:** Accident
Location: Shute Harbour
State: QLD **Inv Category:** 4
Date: Thursday 16 November 1995
Time: 1415 hours **Time Zone:** EST
Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 172N
Aircraft Registration: VH-HWX **Serial Number:** 172-73911
Type of Operation: Charter Passenger
Damage to Aircraft: Substantial
Departure Point: Shute Harbour QLD
Departure Time: 1410 EST
Destination: Shute Harbour QLD

Crew Details:

<u>Role</u>	<u>Class of Licence</u>	<u>Hours on Type</u>	<u>Hours Total</u>
Pilot-In-Command	Commercial	15.0	380

Approved for Release: Tuesday, December 5, 1995

Sequence of Events.

As part of the take-off checklist, the pilot checked both magnetos and the carburettor heat control for function. Following takeoff and climb to about 1,000ft, the engine commenced to run rough with large drops in rpm. The pilot decided to return to the aerodrome but during the return the engine suffered a total power loss. He was unable to restore power by completing the trouble checks which included the application of carburettor heat and ensuring a fuel supply with the fuel selector on both tanks.

During the forced landing, the pilot landed with a 10 knot tail wind more than half way along the strip. He was unable to stop the aircraft from overrunning the end of the strip. The aircraft was damaged by foliage.

Afterwards the engine's fuel and air supply were checked by a maintenance organisation and found to be serviceable. Both magnetos were benchchecked and functioned normally. The Bureau of Meteorology indicated that at the time of the accident the relative humidity was 100% with a temperature of 25 degrees.

Analysis.

The aircraft was being operated in an environment where serious icing at descent power was probable. Icing at higher power settings was also possible.

During the return to the aerodrome, the pilot misjudged the forced landing approach and the aircraft overran the end of the strip.

