

**Aviation Safety Investigation Report
199400036**

**Cessna Aircraft Company
Skyhawk**

06 January 1994

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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: 199400036 **Occurrence Type:** Accident
Location: 12km NE Biggenden
State: QLD **Inv Category:** 4
Date: Thursday 06 January 1994
Time: 1411 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 172N
Aircraft Registration: VH-TKH **Serial Number:** 17270460
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Destroyed
Departure Point: Gladstone QLD
Departure Time: 1310 EST
Destination: Maroochydore QLD

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Private	214.0	378

Approved for Release: Friday, September 16, 1994

The aircraft was cruising at 4,500 feet when the engine stopped without warning. The pilot landed in a partially cleared paddock, the only suitable area. During the landing roll the aircraft struck trees and the nosegear was torn out. The aircraft nosed over, coming to rest inverted.

Failure of the magneto drive gear caused the engine failure. Investigation found the detached gear in the engine oil sump. The aircraft had suffered a recent propeller strike (130 hours prior) and it appeared that the gear had been defective for some time. The fracture face was discoloured from carbon/oil deposits. It is possible that the two events were related.