

**Aviation Safety Investigation Report
199400300**

**Cessna Aircraft Company
Cutlass**

04 February 1994

Readers are advised that the Australian Transport Safety Bureau investigates for the sole purpose of enhancing transport safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purposes.

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: 199400300 **Occurrence Type:** Accident
Location: Scone
State: NSW **Inv Category:** 4
Date: Friday 04 February 1994
Time: 1545 hours **Time Zone** ESuT
Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 172RG
Aircraft Registration: VH-JHI **Serial Number:** 172RG-0335
Type of Operation: Instructional Solo
Damage to Aircraft: Substantial
Departure Point: Bankstown NSW
Departure Time: 1430 ESuT
Destination: Scone NSW

Crew Details:

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	Private	14.9	130

Approved for Release: Sunday, June 19, 1994

The flight was uneventful until arrival in the circuit at Scone where the pilot reported he had difficulty in determining the position of the windsock and wind direction. He did not commence descent until the landing direction was ascertained and then elected to join the circuit for runway 11. After manoeuvring for crosswind, and making the required radio transmissions, the pilot realised he was too high and too close to the runway. He elected to adjust the circuit and leave the lowering of the landing gear until the base leg. On base leg, the aircraft was still too high so the engine power was reduced to idle. The aircraft touched down a considerable distance along the runway with the landing gear retracted.

No defects were found with the landing gear actuating or warning systems subsequent to the accident. The pilot and front passenger were wearing headsets during the flight and stated they had not heard the landing gear warning horn until just prior to touchdown. The rear seat passenger heard the horn but did not notify the handling pilot.