

**Aviation Safety Investigation Report  
199402734**

**Cessna Aircraft Company  
Skyhawk**

**25 September 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](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:** 199402734                      **Occurrence Type:** Accident  
**Location:** Cairns  
**State:** QLD    **Inv Category:** 4  
**Date:** Sunday 25 September 1994  
**Time:** 1030 hours                                      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Cessna Aircraft Company  
**Aircraft Model:** 172N  
**Aircraft Registration:** VH-AKZ                      **Serial Number:** 17269751  
**Type of Operation:** Non-commercial Pleasure/Travel  
**Damage to Aircraft:** Substantial  
**Departure Point:** Cairns Qld  
**Departure Time:** 0920 EST  
**Destination:** Cairns Qld

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	Private	87.9	177

**Approved for Release:** Wednesday, February 15, 1995

The aircraft ballooned during the flare out to land. In attempting to correct the flare, the pilot pushed forward the control column which resulted in the aircraft landing heavily and the nosewheel and propeller striking the runway. The pilot appears to have reacted spontaneously by pushing the control column forward instead of overshooting from the approach. The pilot's low aeronautical experience may have contributed to his actions.