

**Aviation Safety Investigation Report  
199701028**

**Cessna Aircraft Company  
150G**

**31 March 1997**

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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:** 199701028                      **Occurrence Type:** Accident  
**Location:** 4km N Bannockburn  
**State:** VIC    **Inv Category:** 4  
**Date:** Monday 31 March 1997  
**Time:** 1700 hours                                      **Time Zone** EST  
**Highest Injury Level:** Minor  
**Injuries:**

	Fatal	Serious	Minor	None	Total
Crew	0	0	0	1	1
Ground	0	0	0	0	0
Passenger	0	0	1	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>

**Aircraft Manufacturer:** Cessna Aircraft Company  
**Aircraft Model:** 150G  
**Aircraft Registration:** VH-BNB                      **Serial Number:** 15061568  
**Type of Operation:** Non-commercial Pleasure/Travel  
**Damage to Aircraft:** Substantial  
**Departure Point:** Bellbrae Vic  
**Departure Time:** 1650 EST  
**Destination:** Russells Bridge Vic

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	Private	2000.0	6200

**Approved for Release:** Wednesday, April 9, 1997

The pilot had conducted a brief pleasure flight. He intended to land to the west on a 330 m grass airstrip on his own property. The strip ran east west with a 12.5 degree upslope to the west. He estimated the wind components to be 5 kt headwind and 15 kt crosswind. However, on short final, the aircraft encountered moderate turbulence and windshear. The pilot elected to overshoot, but because of the steep upslope, this required a turn north or south. He advised that from past experience in PNG, having landed on many bush strips, he would normally have turned into wind during an overshoot into a one way uphill airstrip. However, on this occasion he inadvertently turned downwind and encountered more windshear and loss of airspeed.

With the aircraft facing downwind and very low in airspeed, he elected to land straight ahead in the paddock. During the latter part of the landing roll the aircraft nosewheel collided with a rock and the aircraft overturned.

The pilot subsequently advised that the aircraft had recently undergone a complete overhaul and that had not contributed to the accident.

