

**Aviation Safety Investigation Report  
199700155**

**Cessna Aircraft Company  
U206G**

**20 January 1997**

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.

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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:** 199700155                      **Occurrence Type:** Accident  
**Location:** Bencubbin, (ALA)  
**State:** WA                                              **Inv Category:** 4  
**Date:** Monday 20 January 1997  
**Time:** 0720 hours                              **Time Zone**                      WST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Cessna Aircraft Company  
**Aircraft Model:** U206G  
**Aircraft Registration:** VH-UPK                                              **Serial Number:** U20605477  
**Type of Operation:** Non-commercial Aerial Application/Survey etc  
**Damage to Aircraft:** Substantial  
**Departure Point:** Jandakot WA-  
**Departure Time:** 0550 WST  
**Destination:** Merredin WA

**Crew Details:**

<u>Role</u>	<u>Class of Licence</u>	<u>Hours on</u>	<u>Type</u>	<u>Hours Total</u>
Pilot-In-Command	Commercial	486.0		1790

**Approved for Release:** Thursday, April 3, 1997

The crew were having problems with the survey equipment so they decided to land at Bencubbin to investigate. The wind was from the west at 20 kts with gusts to 35 kts. The landing strip at Bencubbin is aligned 160/340 degrees. It slopes up to the north, is 970 m long with a gravel surface and power lines on both approaches. Field elevation is 1000 ft.

After conducting an airborne inspection of the strip, the pilot decided to land into the north. Because of the crosswind he decided to use 10 degrees of flap for the landing. The pilot reported that the first 100 m of strip was overflowed due to its (unsuitable) surface condition. As the aircraft touched down, at approximately 80 kts, it was hit by a wind gust from behind, which resulted in a heavy touchdown and subsequent bounce.

The pilot immediately initiated a go-around but with the loss of airspeed associated with the initial bounce and an increasing tailwind component, the aircraft continued to run along the upsloping gravel surface. The go-around attempt was then abandoned in consideration of the powerlines off the end of the strip. The pilot was unable to stop the aircraft overrunning the end of the strip where it finally came to rest in adjoining scrub, substantially damaged.

