

**Aviation Safety Investigation Report
199500139**

**Cessna Aircraft Company
Skylane**

21 January 1995

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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: 199500139 **Occurrence Type:** Accident
Location: Kyneton
State: VIC **Inv Category:** 4
Date: Saturday 21 January 1995
Time: 1300 hours **Time Zone** ESuT
Highest Injury Level: Minor
Injuries:

	Fatal	Serious	Minor	None	Total
Crew	0	0	1	0	1
Ground	0	0	0	0	0
Passenger	0	0	1	2	3
Total	0	0	2	2	4

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 182Q
Aircraft Registration: VH-LJE **Serial Number:** 18266780
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Destroyed
Departure Point: Kyneton VIC
Departure Time: 1230 ESuT
Destination: Kyneton VIC

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Private	111.7	165

Approved for Release: Monday, January 30, 1995

The pilot reported that when he returned to the airfield after a short local flight, the windsock was indicating a strong southerly wind. He therefore elected to land on the 180 degree strip. The approach and flare were normal except for some turbulence. However, during the hold off the aircraft encountered a particularly strong gust. This resulted in the aircraft ballooning with the right wing low and substantial right drift.

The pilot said he immediately applied power to go around but was unable to stop the drift. As the aircraft was now tracking towards a nearby hangar, he turned further right to avoid it but was then confronted with trees and houses beyond. As he believed he would not clear the trees he closed the throttle and attempted to land in a clear area. The aircraft hit the ground heavily on the right wingtip and then cartwheeled, coming to rest after about 50 metres.

The pilot said that after he got out of the aircraft, he assessed the wind strength was 20 knots with gusts to 35 knots.

