Reported that one of the companies Cessna 172 aircraft, registered [redacted] had an accident at Merimbula NSW at about 2000hrs. The PIC reported poor weather and possible wind shear at the time the aircraft contacted the runway resulting in undercarriage damage and propeller strike. Pilot and 3 POB, Nil injuries. Manhandled the aircraft from the runway. PIC [redacted].
### M201604240 - Full Details

**Notification From**
- Operator

**Occurrence Date**
- 19 Nov 16

**Occurrence Time**
- 19:45 EST

**Source file**
- Yes - view source

**Manual Source**
- Phone

**Location**
- Merimbula Aerodrome, NSW

**Summary**
- The Cessna 172 aircraft, registered [redacted], had an accident at Merimbula NSW at about 2000hrs. The PIC reported poor weather and possible wind shear at the time of the accident. The aircraft contacted the runway, resulting in undercarriage damage and propeller strike. The pilot and 3 POB sustained N/A injuries. The aircraft was then moved to the runway. PIC [redacted].

**Notification Status**
- Imported

**Notification Status Date**
- 21 Nov 16

**REPCON**
- No

**Occurrence Category**
- Serious Incident

**Level Category Notes**
- Operator report received, W201601325, decision not to investigate, individual action, no injuries, no systemic issues and no available investigation resources

**Notification Source**
- Manual

### Notification Aircraft

**Registration**
- [redacted]

### Occurrence Types

- Hard landing
- Turbulence/windshear/microburst
<table>
<thead>
<tr>
<th>W201601325 - Full Details</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Notification From</strong></td>
</tr>
<tr>
<td><strong>Reported By</strong></td>
</tr>
<tr>
<td><strong>Reported By Contact Phone</strong></td>
</tr>
<tr>
<td><strong>Reported By Contact Email</strong></td>
</tr>
<tr>
<td><strong>Reported by Role</strong></td>
</tr>
<tr>
<td><strong>Occurrence Date</strong></td>
</tr>
<tr>
<td><strong>Occurrence Time</strong></td>
</tr>
<tr>
<td><strong>Source file</strong></td>
</tr>
<tr>
<td><strong>Location</strong></td>
</tr>
<tr>
<td><strong>State</strong></td>
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</tbody>
</table>

**Summary**

I was flying a few friends to Merimbula for a night. As we were coming in to Merimbula, we could see a layer of overcast cloud ahead of us, and listening to the Merimbula AWIS, it said it was at 2400ft, so we descended and got beneath it. Once we were beneath it, I noticed it was a fair bit darker, and visibility had reduced a bit, AWIS still said visibility was 10km. As we get abeam Merimbula for a downwind join runway 21, we could tell the weather was getting worse, but we were still well above minima, and the AWIS indicated light winds (around 6 knots). At this point, nothing was too alarming, everything was going normally. I came over the threshold of the runway and at about 10ft, we hit what I presume was some serious wind shear, the plane just dropped to the ground, and since we hit it pretty fast, we had a big bounce. After this first bounce, it was quite hard to recover the aircraft to stability, and it continued to bounce around 6-7 more times on the runway. One of these bounces was big enough that the tail of the propeller struck the ground (although I never heard anything to indicate the prop struck, I knew it was a hard landing but I didn't hear any unusual sounds). Once we shut down the plane I inspected it and saw the damage, and the end 5cm of the propeller tip was bent.

**Notification Status**

Completed

**Notification Status Date**

21 Nov 16

**How these factors contributed**

Relatively self-explanatory, the AWIS weather for Merimbula looked fine, and there was nothing to suggest any wind shear on short final. If I had have been more familiar with Merimbula, I may have known what to expect

**Further safety action**

Check AWIS reliability, better info in ERSA regarding any dangers at the AD

**Most Serious Injury**

Nil

**REPCON**

No

**Duplicate Of**

M201604240

**Occurrence Category**

Serious Incident

**Notification Source**

Web

**Notification Aircraft**

Registration: [Redacted]

Manufacturer: Cessna
<table>
<thead>
<tr>
<th>Model</th>
<th>172S</th>
</tr>
</thead>
<tbody>
<tr>
<td>Owner</td>
<td>[Redacted]</td>
</tr>
<tr>
<td>Operator</td>
<td>[Redacted]</td>
</tr>
<tr>
<td>Departed From</td>
<td>YMNB</td>
</tr>
<tr>
<td>Destination</td>
<td>YMER</td>
</tr>
<tr>
<td>Type of operation</td>
<td>Private/Business</td>
</tr>
<tr>
<td>Phase Of Flight</td>
<td>Landing</td>
</tr>
<tr>
<td>Flight Conditions</td>
<td>VMC</td>
</tr>
<tr>
<td>Flight Rules</td>
<td>VFR</td>
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<tr>
<td>Airspace Type</td>
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<tr>
<td>Airspace Class</td>
<td>G</td>
</tr>
<tr>
<td>Altitude</td>
<td>0 AGL (above ground level - ft)</td>
</tr>
<tr>
<td>Effect on flight</td>
<td>No Effect</td>
</tr>
<tr>
<td>Total Crew Number</td>
<td>1</td>
</tr>
<tr>
<td>Total Passenger Number</td>
<td>3</td>
</tr>
<tr>
<td>Damage Level</td>
<td>Minor</td>
</tr>
<tr>
<td>Damage Description</td>
<td>End of propeller bent</td>
</tr>
</tbody>
</table>

**Occurrence Types**
- Hard landing

**Pilot in Command**
- Pilot in command - Name: [Redacted]
- Pilot in command - Contact phone: [Redacted]
- Pilot in command - Date of birth: [Redacted]
- Pilot in command - Type of licence held: [Redacted]
- Pilot in command - ARN/Licence no: [Redacted]
- Pilot in command - Nationality: [Redacted]
- Pilot in command - Total flying hours: [Redacted]
- Pilot in command - Hours in last 90 days: [Redacted]
- Pilot in command - Total hours on type: [Redacted]
- Pilot in command - Hours on type (90 days): [Redacted]

**Notification Environment**
- Light conditions: Dusk
- Visibility: 9.0
- Visibility reduced by: Haze
- Precipitation type: Nil
- Precipitation intensity: Nil
- Icing conditions: Nil
- Cloud cover: Overcast (8 OKTAS)
- Cloud base: 2400
- Other significant weather: Wind shear on short final
- Wind direction: 130
- Wind gusting: 5
- Wind speed: 6
I was flying a few friends to Merimbula for a night. As we were coming in to Merimbula, we could see a layer of overcast cloud ahead of us, and listening to the Merimbula AWIS, it said it was at 2400 ft, so we descended and got beneath it. Once we were beneath it, I noticed it was a fair bit darker, and...
visibility had reduced a bit, AWIS still said visibility was 10km. As we got abreast Moribinda for a downwind join runway 21, we could tell the weather was getting worse, but we were still well above minima, and the AWIS indicated light winds (around 5 knots). At this point, nothing was too alarming, everything was going normally. I came over the threshold of the runway and at about 10ft, we hit what I presumed was some serious wind shear, the plane just dropped to the ground, and since we hit it pretty fast, we had a big bounce. After this first bounce, it was quite hard to recover the aircraft into stability, and it continued to bounce around 6-7 more times on the runway. One of these bounces was big enough that the end of the propeller struck the ground (although I never heard anything to indicate the prop struck, I knew it was a hard landing but I didn't hear any unusual sounds). Once we shut down the plane I inspected it and saw the damage, and the end 5cm of the propeller tip was bent.

**Occurrence Type**

**Safety Factors**

<table>
<thead>
<tr>
<th>What Contributed?</th>
<th>Deteriorating weather, last light approaching, unfamiliarity with aerodrome and associated weather</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contributing factors description</td>
<td>Relatively self explanatory, the AWIS weather for Moribinda looked fine, and there was nothing to suggest any wind shear on short final. If I had have been more familiar with Moribinda, I may have known what to expect</td>
</tr>
</tbody>
</table>

**Further Preventative Action**

Check AWIS reliability, better info in ERA regarding any dangers at the AD

**Environment**

<table>
<thead>
<tr>
<th>Cloud Base</th>
<th>2400</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cloud Cover</td>
<td>Overcast (8 OKTAS)</td>
</tr>
<tr>
<td>Icing Conditions</td>
<td>Nil</td>
</tr>
<tr>
<td>Lighting Conditions</td>
<td>Dusk</td>
</tr>
<tr>
<td>Precipitation Intensity</td>
<td>Nil</td>
</tr>
<tr>
<td>Precipitation Type</td>
<td>Nil</td>
</tr>
<tr>
<td>Visibility</td>
<td>9.9</td>
</tr>
<tr>
<td>Visibility Reduced By</td>
<td>Haze</td>
</tr>
<tr>
<td>Wind Gusting</td>
<td>6</td>
</tr>
<tr>
<td>Wind Direction</td>
<td>130</td>
</tr>
<tr>
<td>Wind Speed</td>
<td>6</td>
</tr>
</tbody>
</table>

**Other Significant Weather**

Wind shear on short final

**Individual**

| Full Name |  
| Date of Birth |  
| Nationality |  
| Primary Phone Number |  
| Role | Pilot in command |
| Licence Number |  
| Licence Type |  
| Hours on all |  
| Hours on all last 90 days |  
| Hours on |  

http://siims/Ui/Notification/PopUps/ViewNotificationSourceData.aspx?NotificationId... 10/01/2017
<table>
<thead>
<tr>
<th>Type</th>
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<tr>
<td>Hours on type last 90 days</td>
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</table>
### Overview

**Short title**
Hard landing - Merimbula Aerodrome - 19-Nov-16

**Logged date**
24 Nov 2016

**Occurrence category**
Serious Incident

**ATSB involvement**
Data entry

**Status**
Reviewed

**Highest injury**
Nil

### When & where

**Occurrence date**
19 Nov 16

**Occurrence time**
19:45

**Time zone**
EST

**UTC offset**
11.0

**Location**
Merimbula Aerodrome

**Latitude**
S 36° 54.32'

**Longitude**
E 149° 54.08'

**State**
NSW

**Country**
Australia

### Aircraft: 172

**Type**
Aeroplane

**Registration**
[Redacted]

**Manufacturer**
Cessna Aircraft Company

**Model**
172S

**Common name**
172

**Engine type**
Piston

**Number of engines**
1

**Type of landing gear**
Tricycle - Fixed

**Fuel type**
Gasoline

**Country of registration**
Australia

**Year of manufacture**
1999

**Amateur built**
No

**MTOW (kg)**
1156

**Max weight category**
0-2250 Kg (0-4950 Lbs)

### Text summaries

**Reporter text**
[Redacted] reported that one of the companies Cessna 172 aircraft, registered [Redacted] had an accident at Merimbula NSW at about 2000hrs. The PIC reported poor weather and possible wind shear at the time here the aircraft contacted the runway resulting in undercarriage damage and propeller strike. Pilot and 3 P0B, Nil injuries. Manhandled the aircraft from the runway. PIC Alex Derdacz.

**ATSB summary**
During final approach, the aircraft encountered windshear and landed hard. The propeller to struck the runway resulting in minor damage.

### Occurrence type: Environment - Weather - Turbulence / Windshear / Microburst

**Associated aircraft**
[Redacted] 172

**Type**
Windshear

**Measure**
Unknown

**Effect on aircraft**
Sink
### Occurrence Details Report

#### Occurrence type: Operational - Aircraft control - Hard landing
- **Associated aircraft:** 172
- **Primary:** True

#### Occurrence type: Operational - Terrain Collisions - Ground strike
- **Associated aircraft:** 172
- **Strike type:** Propeller
- **Phase of flight:** Landing

#### Safety factor: Local condition - Physical environment - Light conditions
- **Associated aircraft:** 172
- **Description:** Getting late in the day, pressure to land.
- **Functional area:** Flight operations

#### Safety factor: Local condition - Weather conditions - Windshear
- **Associated aircraft:** 172
- **Description:** Windshear on short final
- **Functional area:** Flight operations

#### Operation: 172
- **Phase of flight:** Landing
- **Departure:** Moorabbin Vic.
- **Destination:** Merimbula NSW
- **Aerodrome proximity:** On aerodrome
- **Pilot flying status:** Renter
- **Pilot flying role:** Pilot in command
- **Owner:**
- **Operator:**
- **Operation type:** Private
- **Operation sub type:** Pleasure / Travel
- **Flight plan filed:** Unknown
- **Flight procedure:** VFR
- **Flight conditions:** VMC

#### Injury & damage: 172
- **Crew:**
  - **Fatal:** 0
  - **Serious:** 0
  - **Minor:** 0
  - **Not Injured:** 1
  - **Total:** 1
- **Passengers:**
  - **Fatal:** 0
  - **Serious:** 0
  - **Minor:** 0
  - **Not Injured:** 3
  - **Total:** 3
- **Total:**
  - **Fatal:** 0
  - **Serious:** 0
  - **Minor:** 0
  - **Not Injured:** 4
  - **Total:** 4
- **Damage:** Minor

#### Injury & damage - Ground

#### Injury & damage - Other
- **Was other property damaged:** No

---

http://siims/UI/Occurrence/PopUps/ViewOccurrenceDetails.aspx?OccurrenceID=333...

16/01/2017
### Occurrence Details Report

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<thead>
<tr>
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<tbody>
<tr>
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<td><strong>Altitude type</strong></td>
<td><strong>Environment</strong></td>
</tr>
<tr>
<td>G</td>
<td><strong>Cloud cover</strong></td>
<td>Overcast (8 OKTAS)</td>
</tr>
<tr>
<td>CTAF</td>
<td><strong>Ceiling</strong></td>
<td>2400 ft</td>
</tr>
<tr>
<td>Surface</td>
<td><strong>Visibility</strong></td>
<td>9.0 km</td>
</tr>
<tr>
<td></td>
<td><strong>Visibility reduced by</strong></td>
<td>Haze</td>
</tr>
<tr>
<td></td>
<td><strong>Light conditions</strong></td>
<td>Dusk</td>
</tr>
<tr>
<td></td>
<td><strong>Wind direction</strong></td>
<td>130</td>
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<tr>
<td></td>
<td><strong>Wind speed</strong></td>
<td>06</td>
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</table>

<table>
<thead>
<tr>
<th><strong>Individual</strong></th>
<th><strong>Associated Aircraft</strong></th>
<th>172</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Surname</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Given name(s)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Position/Role</strong></td>
<td>Pilot in command</td>
<td></td>
</tr>
<tr>
<td><strong>Date of birth</strong></td>
<td></td>
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<tr>
<td><strong>ARV/Licence number</strong></td>
<td></td>
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<tr>
<td><strong>Licence category</strong></td>
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<tr>
<td><strong>Licence type</strong></td>
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<tr>
<td><strong>Flying Hours (last 90 days)</strong></td>
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<tr>
<td><strong>Flying Hours on type (last 90 days)</strong></td>
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<tr>
<td><strong>Total Flying Time</strong></td>
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<tr>
<td><strong>Total on type</strong></td>
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</table>

### Organisation

### Component

### Administration

<table>
<thead>
<tr>
<th><strong>Occurrence category</strong></th>
<th><strong>Level &amp; category notes</strong></th>
<th><strong>TSI reportable</strong></th>
<th><strong>Further Info Required</strong></th>
<th><strong>ATSB involvement</strong></th>
<th><strong>Created by</strong></th>
<th><strong>Status</strong></th>
<th><strong>Occurrence title</strong></th>
<th><strong>Notification: W201601325</strong></th>
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<tbody>
<tr>
<td>Serious Incident</td>
<td>Operator report received. W201601325. Decision not to investigate. Individual action, no injuries, no systemic issues and no available short investigation resources.</td>
<td>Immediately reportable</td>
<td>No</td>
<td>Data entry</td>
<td></td>
<td>Reviewed</td>
<td>Hard landing - Merimbula Aerodrome - 19-Nov-16</td>
<td>W201601325</td>
</tr>
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</table>

**Notification: M201604240**

<table>
<thead>
<tr>
<th><strong>Reference number</strong></th>
<th><strong>Date</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>M201604240</td>
<td>21 Nov 2016</td>
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