

**Aviation Safety Investigation Report
199603654**

**Cessna Aircraft Company
Skylane**

16 October 1996

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.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

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: 199603654 **Occurrence Type:** Accident
Location: 37km SW Quilpie
State: QLD **Inv Category:** 4
Date: Wednesday 16 October 1996
Time: 0900 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 182Q
Aircraft Registration: VH-GKH **Serial Number:** 18265714
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Substantial
Departure Point: Wambin Qld
Departure Time: 0845 EST
Destination: Moble Qld

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Private	1500.0	1602

Approved for Release: Thursday, November 21, 1996

The pilot inspected a clay pan prior to landing but did not notice a washout from recent rains. During the landing roll the pilot saw the washout but was unable to stop the aircraft in time. The aircraft entered the depression at relatively low speed. The nose gear collapsed and the propeller struck the ground.