

**Aviation Safety Investigation Report
198602349**

Cessna U-206G

10 September 1986

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 CEO 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 CEO 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.

Occurrence Number: 198602349

Location: "Shangri-La" (6.5 km SE Molong) NSW

Date: 10 September 1986

Highest Injury Level: Minor

Injuries:

Occurrence Type: Accident

Time: 900

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

Aircraft Details: Cessna U-206G

Registration: VH-UFG

Serial Number:

Operation Type: Private (Business)

Damage Level: Substantial

Departure Point: Griffith NSW

Departure Time: 0900

Destination: "Shangri-La" NSW

Approved for Release: October 30th 1986

Circumstances:

The pilot was making an approach in light wind conditions to a 600 metre long strip. Undulations on the surface were such that the slope in the landing direction varied from about 7 up to 4 down. The pilot was using a short-field landing technique. Touchdown occurred just prior to the threshold, and the aircraft bounced. Full power was applied, but the aircraft then touched down heavily 100 metres in from the threshold. The noseleg broke at the fork, the propeller struck the ground several times and the aircraft came to rest at the edge of the strip. The strip did not meet the published requirements for an ALA suitable for Private category operations. The premature touchdown short of the threshold may have resulted from visual illusions associated with the strip slope. The aircraft had stalled during the attempted recovery from the bounce after initial touchdown.