

**Aviation Safety Investigation Report  
198801400**

**Cessna U206G**

**26 October 1988**

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](http://www.atsb.gov.au).**

**Occurrence Number:** 198801400

**Occurrence Type:** Accident

**Location:** West Sale Aerodrome VIC

**Date:** 26 October 1988

**Time:** 1030

**Highest Injury Level:** Nil

**Injuries:**

	Fatal	Serious	Minor	None
Crew	0	0	2	2
Ground	0	0	0	-
Passenger	0	0	0	4
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>

**Aircraft Details:** Cessna U206G

**Registration:** VH-HEX

**Serial Number:** AF 207

**Operation Type:** Private

**Damage Level:** Substantial

**Departure Point:** Baddaginnie VIC

**Departure Time:** 0938

**Destination:** West Sale VIC

**Approved for Release:** March 6th 1989

#### **Circumstances:**

On arrival over the aerodrome the pilot noted that the wind sock was indicating a strong gusty wind from about 290 degrees and elected to land on runway 27. Final approach was made at about 70 knots, the aircraft being tracked to allow for the crosswind. The aircraft contacted the runway nosewheel first, then came to a stop. Upon inspection the pilot discovered that the nosegear had been damaged during the landing. This accident was not the subject of an on scene investigation.

#### **Significant Factors:**

The following factors were considered relevant to the development of the accident

1. Strong gusty crosswind conditions,
2. Pilot misjudged the landing flare.