

**Aviation Safety Investigation Report
198802405**

Cessna 182 Q

5 November 1988

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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.

This accident was not subject to an on scene investigation.

Occurrence Number: 198802405

Occurrence Type: Accident

Location: Kempsey NSW

Date: 5 November 1988

Time: 1306

Highest Injury Level: Nil

Injuries:

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

Aircraft Details: Cessna 182 Q

Registration: VH-FPD

Serial Number: 18266547

Operation Type: Private

Damage Level: Substantial

Departure Point: Brisbane Qld

Departure Time: 1100 (approx)

Destination: Kempsey NSW

Approved for Release: January 4th 1989

Circumstances:

On arrival overhead at the destination aerodrome, the pilot elected to land into a strong headwind on the grass strip. The nose landing gear failed when the nose wheel dug into the grass surface during the application of heavy braking, and the aircraft overturned. Investigation revealed that the approach speed had been higher than optimum for the weight, and skid marks on the strip indicated that a series of heavy brake applications had been made during the landing roll. The nose landing gear was inspected, and it was found to have fractured in torsional overload. It is considered that the combined effects of the aircraft not being flown at the optimum approach speed, the heavy application of brakes on a grass strip and the failure of the pilot to adequately compensate for the resultant pitch down of the nose contributed to the accident.

Significant Factors:

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

1. The aircraft approach speed was higher than optimum.
2. The pilot did not adequately compensate for the nose-down pitch of the aircraft during the application of heavy braking on the grass surface strip.