

**Aviation Safety Investigation Report
198900835**

Cessna 182-J

18 October 1989

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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.

Occurrence Number: 198900835
Location: Rowland Flat SA
Date: 18 October 1989
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident

Time: 1815

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

Aircraft Details: Cessna 182-J
Registration: VH-MBE
Serial Number: 182-56832
Operation Type: Private
Damage Level: Substantial
Departure Point: Rowland Flat SA
Departure Time: N/K
Destination: Rowland Flat SA

Approved for Release: 20th December 1989

Circumstances:

The pilot had not flown the aircraft or used the strip for about 4-5 weeks. As the strip had just been mown, the pilot walked, drove his vehicle and taxied the aircraft over it to check for obstructions or holes. The takeoff was uneventful and on the following landing roll, at about 40 knots, the pilot reported that he lowered the nosewheel onto the strip by relaxing the backpressure on the control column. Almost immediately, the aircraft reportedly became airborne again and the pilot held the control column back. On the subsequent touchdown, the nosegear leg failed and the aircraft skidded to rest on its nose. The pilot said that he could not find any obstructions or holes in the strip which could have caused the aircraft to bounce. It is assumed that on the second touchdown, the aircraft landed on its nosewheel first and the leg collapsed due to an overload failure. Despite promises to do so, the pilot failed to deliver the failed parts for inspection and determination of the mode of failure.

Significant Factors:

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

1. For reasons undetermined, the aircraft bounced on landing and then landed nosewheel first.
2. Nosegear collapsed on landing due to probable overload failure.