

**Aviation Safety Investigation Report
198700718**

Cessna 182 Q

31 January 1987

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.

This accident was not subject to an on scene investigation.

Occurrence Number: 198700718 Location: 115 km NW Numbulwar NT Date: 31 January 1987 Highest Injury Level: Nil Injuries:	Occurrence Type: Accident Time: 1456
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	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	3
Total	0	0	0	4

Aircraft Details: Cessna 182 Q
Registration: VH-BXL
Serial Number:
Operation Type: Charter (Passenger)
Damage Level: Substantial
Departure Point: Old Arafura NT
Departure Time: 1456
Destination: Tindal NT

Approved for Release: April 21st 1987

Circumstances:

The pilot was conducting the return leg of a charter flight, when weather conditions deteriorated about 130 kilometres from the destination. Thunderstorms were evident on either side of track and converging ahead of the aircraft. The pilot elected to return to the DEPARTURE aerodrome, however approaching this strip the weather again deteriorated to the point where flight in visual conditions was not possible. After searching for over an hour to find a clear route to another aerodrome, the pilot elected to land in what appeared to be a suitable paddock. During the landing roll, the nosewheel sank into the soft surface and the nosegear was dislodged. The pilot had only limited experience in operating in the Northern Territory during the wet season, and had probably not received sufficient training and supervision from the aircraft operator.