

**Aviation Safety Investigation Report
198900819**

Cessna R182

11 August 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: 198900819
Location: Yulara NT
Date: 11 August 1989
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident

Time: 1235

	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 R182
Registration: VH-JMS
Serial Number: R18201788
Operation Type: Private
Damage Level: Substantial
Departure Point: Alice Springs NT
Departure Time: N/K
Destination: Alice Springs NT

Approved for Release: 7th November 1989

Circumstances:

The pilot made a normal approach to land on Runway 13 with two stages of flap but at a higher than normal airspeed of about 75 knots. He recalled that the flare for landing was good but the aircraft "didn't want to sit down" even with the power off. He reported that as soon as the aircraft touched down it veered to the right and he was unable to control it with the use of rudder but he did not use the brakes. The pilot had assessed the wind for landing as being a slight crosswind from the left. As the aircraft left the runway, the pilot re-applied the power and the aircraft apparently did not climb away as expected but drifted to the right. The pilot then closed the throttle and was aware of the aircraft going up on one wheel but he was not aware of the aircraft hitting both wingtips on the ground as it slewed around and sheared off the gear. Two Civil Aviation Authority Examiners of Airmen who witnessed the accident reported that the wind at the time of the accident was 110 degrees 10-15 knots gusting 20-25 knots. Consideration of the circumstances points to the pilot having induced a wheelbarrow effect in an attempt to pin the aircraft on the runway for landing followed by the effect of a strong crosswind as the pilot attempted to go around from a loss of control situation. This accident was not the subject of a formal on scene investigation.

Significant Factors:

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

1. The pilot used an incorrect technique for landing in the prevailing conditions.
2. Improper action by the pilot to attempt to go around after a loss of control on the landing roll.