

**Aviation Safety Investigation Report**  
**198503500**

**Cessna 182H**

**2 March 1985**

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

**Occurrence Number:** 198503500  
**Location:** Dalby QLD  
**Date:** 2 March 1985  
**Highest Injury Level:** Nil  
**Injuries:**

**Occurrence Type:** Accident

**Time:** 1100

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>

**Aircraft Details:** Cessna 182H  
**Registration:** VH-PLF  
**Serial Number:**  
**Operation Type:** Private/Practice  
**Damage Level:** Substantial  
**Departure Point:** Dalby QLD  
**Departure Time:** 945  
**Destination:** Dalby QLD

**Approved for Release:** 15th April 1985

**Circumstances:**

After returning from the local training area, the pilot joined the circuit for a landing. He stated that he flared high, added some power whilst allowing the aircraft to descend, then reduced power again. The aircraft contacted the runway heavily in a slightly nose down attitude. The firewall, lower fuselage skin and control tunnel were all deformed, causing control difficulties during the subsequent taxiing. Following the high flare the pilot failed to adequately arrest the sink-rate. Skid marks on the runway in the vicinity of the touchdown, and a substantial single bald patch on the right tyre indicated that the right brake was probably applied at touchdown.