

**Aviation Safety Investigation Report  
198800132**

**Cessna 182**

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

**Occurrence Number:** 198800132                      **Occurrence Type:** Accident  
**Location:** Murgoo Homestead (230km NE Geraldton) WA  
**Date:** 18 September 1988                      **Time:** 1715  
**Highest Injury Level:** Nil  
**Injuries:**

|              | 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 182  
**Registration:** VH-DGG  
**Serial Number:** 182-55756  
**Operation Type:** Private  
**Damage Level:** Substantial  
**Departure Point:** Tardie Station WA  
**Departure Time:** N/K  
**Destination:** Murgoo Homestead WA

**Approved for Release:** March 13th 1989

#### **Circumstances:**

The aircraft had arrived at it's destination and was on final approach when it was subjected to the effects of a downdraught, followed by an updraught. The pilot elected not to overshoot from the approach but attempted to regain the normal glide path by using varying power applications. Wind considerations required that the approach be made into the setting sun and as the windscreen was covered with oil from a leaking oil cooler, the pilot's forward visibility was significantly reduced. This resulted in the aircraft touching down well into the strip. When the brakes were applied, there was no response from the right brake. The pilot was able to avoid some trees in his path but he was unable to avoid ruts on the road at the end of the strip. Had the aircraft touched down at the approach end of the strip it is likely that the pilot would have been able to stop the aircraft, within the confines of the strip, with the limited braking that was available. Had the brakes operated normally the pilot should have been able to stop, within the confines of the strip, even though the aircraft touched down well into the strip. This accident was not the subject of an on-scene investigation.

#### **Significant Factors:**

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

1. The pilot encountered windshear, during his final approach to the landing, and he elected to continue with the approach.
2. Defective oil cooler.

3. The windscreen was covered with an oil film and this coupled with an approach into the setting sun and the work load involved with the recovery from the windshear caused the pilot to allow the aircraft to touch down well into the strip.
4. The right hand wheel brake was unserviceable, due to a loss of brake fluid, and the pilot was unable to avoid a collision with the obstructions at the end of the strip.