

**Aviation Safety Investigation Report  
198703517**

**Cessna 177**

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

This accident was not subject to an on scene investigation.

**Occurrence Number:** 198703517      **Occurrence Type:** Accident  
**Location:** Monduran Station (55 km W Bundaberg) QLD  
**Date:** 24 October 1987      **Time:** 1200  
**Highest Injury Level:** Nil  
**Injuries:**

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>

**Aircraft Details:** Cessna 177  
**Registration:** VH-DZI  
**Serial Number:** 17700150  
**Operation Type:** Private (Pleasure)  
**Damage Level:** Substantial  
**Departure Point:** Charnwood Station QLD  
**Departure Time:** 1140  
**Destination:** Monduran Station QLD

**Approved for Release:** 9/12/1987

**Circumstances:**

The pilot reported that the windsock at the strip indicated a gusty 30 knot headwind and that he conducted the approach with full flap down and considerable power applied. As he closed the throttle and flared, the aircraft suddenly rolled to the right and dropped to the ground impacting nose wheel first. Later inspection revealed that the nose wheel leg mount had been broken and that the lower firewall and cabin floor had been damaged. Air mass thunderstorms were present in the area at the time of the accident and witnesses at the strip reported a particularly strong gust of wind exceeding 40 knots at the time of the accident. The wind direction was reported to have changed through 90 degrees shortly after the accident.