

**Aviation Safety Investigation Report  
198701456**

**Cessna 180**

**24 December 1987**

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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:** 198701456  
**Location:** Moorabbin Airport VIC  
**Date:** 24 December 1987  
**Highest Injury Level:** Nil  
**Injuries:**

**Occurrence Type:** Accident  
**Time:** 1456

	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 180  
**Registration:** VH-MPW  
**Serial Number:** 32636  
**Operation Type:** Private (Pleasure)  
**Damage Level:** Substantial  
**Departure Point:** Albury NSW  
**Departure Time:** 1340  
**Destination:** Moorabbin Airport VIC

**Approved for Release:** March 25th 1988

**Circumstances:**

In the latter stage of the landing roll the aircraft encountered a strong gust of wind from the right. The aircraft swung suddenly to the right and the pilot was unable to maintain directional control. The left main gear leg bent and the airframe distorted, allowing the left door to become dislodged. The aircraft came to rest on the runway, after having groundlooped through 130 degrees. Before landing the pilot had carefully monitored the Aerodrome Terminal Information. He was fully aware of the possibility of occasional wind gusts resulting in a maximum crosswind component of 15 knots, which is 2 knots above the maximum limitation for the aircraft. Also he was prepared to conduct a go-around should he have encountered any problems during the approach and flare during the touch down. It is also probable that the pilot relaxed his concentration too early during the landing roll, in anticipation of completing the day's flight.