

**Aviation Safety Investigation Report  
198903740**

**Cessna TU206-F**

**10 January 1989**

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).**

**Occurrence Number:** 198903740  
**Location:** Yulara NT  
**Date:** 10 January 1989  
**Highest Injury Level:** Nil  
**Injuries:**

**Occurrence Type:** Accident

**Time:** 1831

|              | Fatal    | Serious  | Minor    | None     |
|--------------|----------|----------|----------|----------|
| Crew         | 0        | 0        | 1        | 1        |
| Ground       | 0        | 0        | 0        | -        |
| Passenger    | 0        | 0        | 0        | 5        |
| <b>Total</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>6</b> |

**Aircraft Details:** Cessna TU206-F  
**Registration:** VH-MYB  
**Serial Number:** U206-02929  
**Operation Type:** Private  
**Damage Level:** Substantial  
**Departure Point:** Warburton WA  
**Departure Time:** 1630 Approx.  
**Destination:** Yulara NT

**Approved for Release:** 15th August 1989

#### **Circumstances:**

The pilot said that the touchdown was slightly heavy. The aircraft bounced, and after the second touchdown the pilot retracted the flaps. He said that after a short ground roll, directional control was lost, initiated by nosewheel shimmying. The aircraft ran off the right side of the runway. Directional control was regained but by this time the aircraft was heading some 60° off runway heading, pointing at low sandhills at the boundary of the aerodrome. The pilot attempted a go-around to miss the terrain. The aircraft failed to outclimb the sandhill and came to rest some 370 metres from the strip. This accident was not the subject of an on-site investigation.

#### **Significant Factors:**

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

1. The pilot misjudged the landing flare.
2. The pilot lost directional control of the aircraft during the landing roll.
3. The pilot made an improper decision to "go-around" after the aircraft left the flight strip.