

**Aviation Safety Investigation Report
199702013**

**Cessna Aircraft Company
182**

14 June 1997

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 Executive Director 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 Executive Director 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.

199702013

Occurrence Number: 199702013 **Occurrence Type:** Accident
Location: Bunyan, (ALA)
State: NSW **Inv Category:** 4
Date: Saturday 14 June 1997
Time: 1500 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 182
Aircraft Registration: VH-CDJ **Serial Number:** 33117
Type of Operation: Miscellaneous Glider Towing
Damage to Aircraft: Substantial
Departure Point: Bunyan NSW
Departure Time: 1450 EST
Destination: Bunyan NSW

Crew Details:

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	Commercial	600.0	2000

Approved for Release: Thursday, October 9, 1997

The pilot reported, that during the take off run on runway 27 at Bunyan, the tug and glider combination experienced a slight down draught which caused them to settle back on the runway. The combination ran along the runway for a further 10 metres and the glider became airborne again. A short distance later as the tug was becoming airborne, there was a hard loud thump on the nose gear. The aircraft became airborne and all controls and instruments indicated that the tow was normal. Given the length of strip remaining, the hill in front, and the glider at low level on tow and the now normal operation of the aircraft, it was decided to continue with the glider tow.

The glider was towed up to 5,500 ft, and then released. The tug commenced a descent and returned to the airstrip to land. After allowing sufficient distance for the tow rope to clear the power lines on approach to the airstrip, the aircraft descended to make a smooth touch down on the main landing gear.

When the nose landing gear touched the ground, it began to skid over the rough surface, as the scissor link had apparently been fractured during take off and the nose leg turned through approximately 60 degrees from its normal tracking position. The nose leg then fully collapsed resulting in the propeller striking the ground. The aircraft subsequently ground looped and the left wing tip struck the ground. The aircraft was evacuated with nil injuries to the occupants.



The pilot of the glider observed that as the tug was about to become airborne, he saw a cloud of dust rise from the nose wheel of the aircraft, after which he noticed that the front wheel of the tug was approximately 60 degrees from its normal position and the scissor link appeared to be fractured. He advised that he continually tried to transmit a message to the tug, but his radio apparently was not transmitting.

