

**Aviation Safety Investigation Report
199600382**

**Cessna Aircraft Company
Skylane**

30 January 1996

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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.

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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.

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

Occurrence Number: 199600382 **Occurrence Type:** Accident
Location: Davenport Downs, (ALA)
State: QLD **Inv Category:** 4
Date: Tuesday 30 January 1996
Time: 0815 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 182Q
Aircraft Registration: VH-DCW **Serial Number:** 18266217
Type of Operation: Non-commercial Aerial Application/Survey etc
Damage to Aircraft: Substantial
Departure Point: Davenport Downs QLD
Departure Time: 0800 EST
Destination: Davenport Downs QLD

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Commercial	250.0	550

Approved for Release: Tuesday, March 5, 1996

The purpose of the flight was to conduct an aerial functional check of several water bores on the station property.

The pilot advised that the engine cowl inspection panel for the oil filler/dipstick came open in flight prior to arrival at the 4th bore. Because of the severity of the wind buffetting to the open panel, the pilot decided to land the aircraft at the airstrip adjacent to 4th bore to close the panel. Before landing he carried out an aerial inspection of the airstrip and assessed it as being suitable with adequate length available. On the first landing attempt some cattle crossed the strip and a go-around was carried out. The second approach was conducted with power and full flap at 60 knots. The pilot advised that during the landing flare the aircraft continued to float along the runway. Once the aircraft was fully on the ground he opted to continue with the landing rather than attempt a go around. The pilot applied heavy braking, however he was unable to prevent the aircraft overrunning the strip where the nose wheel entered a drainage ditch.

The pilot and passenger were able to exit the aircraft safely. Post flight examination found that the aircraft's nosegear attachment bracket was broken and the firewall was buckled.