

**Aviation Safety Investigation Report  
199601951**

**Cessna Aircraft Company  
Skylane**

**03 June 1996**

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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).**

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:** 199601951                      **Occurrence Type:** Accident  
**Location:** Silver Plains, (ALA)  
**State:** QLD    **Inv Category:** 4  
**Date:** Monday 03 June 1996  
**Time:** 1415 hours                      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Cessna Aircraft Company  
**Aircraft Model:** 182M  
**Aircraft Registration:** VH-EHF                      **Serial Number:** 18259377  
**Type of Operation:** Non-commercial Business  
**Damage to Aircraft:** Substantial  
**Departure Point:** Innisfail QLD  
**Departure Time:** 1145 EST  
**Destination:** Silver Plains QLD

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	Commercial	150.0	4500

**Approved for Release:** Tuesday, October 8, 1996

The pilot reported that when he landed, the nosewheel was cocked sideways, and collapsed when it contacted the runway. The pilot said the nosewheel steering link was probably broken before the aircraft departed Innisfail. He believes the nosewheel steering may have been inadvertently forced past the steering limit, while being towed.

The failed nosewheel fork was examined by a CASA airworthiness inspector, and in his opinion the nosewheel strut failure was caused by overload after the tyre and wheel failed. He said the possible causes of the tyre and wheel failure could be a heavy landing in crosswind, or the nosewheel impacting with something on the runway.

The strut failed rearwards and substantially damaged the fuselage structure back as far as the wing strut attachments. The cause of the tyre and wheel failure could not be positively determined.