

**Aviation Safety Investigation Report  
199602803**

**Cessna Aircraft Company  
Citation**

**19 July 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](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.

<b>Occurrence Number:</b>	199602803	<b>Occurrence Type:</b>	Incident
<b>Location:</b>	Cordillo Downs, (ALA)		
<b>State:</b>	SA	<b>Inv Category:</b>	4
<b>Date:</b>	Friday 19 July 1996		
<b>Time:</b>	1230 hours	<b>Time Zone</b>	CST
<b>Highest Injury Level:</b>	None		

<b>Aircraft Manufacturer:</b>	Cessna Aircraft Company		
<b>Aircraft Model:</b>	500		
<b>Aircraft Registration:</b>	VH-ZMD	<b>Serial Number:</b>	500-0263
<b>Type of Operation:</b>	Charter	Unknown	
<b>Damage to Aircraft:</b>	Minor		
<b>Departure Point:</b>	Birdsville Qld		
<b>Departure Time:</b>	1215 CST		
<b>Destination:</b>	Cordillo Downs SA		

**Approved for Release:** Wednesday, October 23, 1996

The captain reported that during the landing roll, while decelerating through approximately 40 knots, the nosewheel entered a soft patch on the dirt strip. The aircraft slewed slightly to the right and the nosewheel broke through the rolled crusted surface of the strip. This resulted in the left side of the aircraft being sprayed with large stones, causing damage to the engine, left flap and left wing. The crew (captain and co-pilot) inspected the damage and the captain elected to fly the aircraft back to Essendon for repairs.

After arrival at Essendon, it became evident that the damage was more extensive than it appeared when the aircraft was inspected by the crew immediately after the occurrence.