

**Aviation Safety Investigation Report
199603640**

**Cessna Aircraft Company
Stationair**

25 September 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: 199603640	Occurrence Type: Accident
Location: Nebo, (ALA)	
State: QLD	Inv Category: 4
Date: Wednesday 25 September 1996	
Time: 0950 hours	Time Zone: EST
Highest Injury Level: None	

Aircraft Manufacturer: Cessna Aircraft Company	
Aircraft Model: U206F	
Aircraft Registration: VH-TDQ	Serial Number: U20602807
Type of Operation: Non-commercial Pleasure/Travel	
Damage to Aircraft: Substantial	
Departure Point: Cloncurry QLD	
Departure Time: 0610 EST	
Destination: Nebo QLD	

Crew Details:

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	Commercial	3.6	253

Approved for Release: Thursday, November 28, 1996

The pilot reported that on arrival at Nebo the wind direction was variable at about 10 knots but favouring a landing towards the north. The pilot said that he joined crosswind and flew a left circuit for the northerly runway. After the aircraft was established on final approach at about 80 knots, full flap was selected and airspeed was reduced to between 55 and 60 knots. The pilot stated that as the aircraft reached flare height with the right wing slightly down to compensate for crosswind, power was reduced and the aircraft contacted the runway heavily. This was followed by a further two impacts and the aircraft veered off the sealed runway. After control was regained the aircraft was taxied back onto the runway and shut down. The landing impact caused permanent deformation of the rear fuselage and damaged to the nosewheel strut. The damage was not noticed until some time after the aircraft had been flown back to Cloncurry. The aircraft was fitted with a Narco 10 Emergency Locator Transmitter but it was not activated by the heavy landing.

This was the pilots first flight in a Cessna 206, and although correctly endorsed under the group endorsement system, he had no previous training or experience on this particular aircraft type.

The accident was a direct result of the approach being made at an excessively low airspeed, and inappropriate flying technique.