

**Aviation Safety Investigation Report
199603751**

**Cessna Aircraft Company
Skylane**

18 November 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.

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: 199603751 **Occurrence Type:** Accident
Location: Mount Chappell Island
State: TAS **Inv Category:** 4
Date: Monday 18 November 1996
Time: 0825 hours **Time Zone** ESuT
Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 182B
Aircraft Registration: VH-ACT **Serial Number:** 51562
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Substantial
Departure Point: Palana, Flinders Island Tas
Departure Time:
Destination: Chappell Island Tas

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Private	486.0	1907

Approved for Release: Monday, December 9, 1996

The pilot reported that on arrival over the landing area he noted there was a south-easterly wind of about 30 knots. He therefore planned to land into the south-east. He conducted a low pass in the planned landing direction at about 50 ft above the ground and observed there was no turbulence. He then made an approach at 80 knots with 20 deg of flap selected. At approximately 40 to 50 ft above the ground the aircraft encountered a high rate of sink. Despite the application of full power and backstick the aircraft hit the ground heavily, dislodging the nose gear. It then slid for about 25 metres before turning over and coming to rest inverted.

The pilot said there was a hill to the south of the landing area and he was aware this hill could cause turbulence when there was a southerly wind blowing. However, on this occasion he encountered very strong shear which he now believes is unpredictable in that he did not encounter it when he made the low pass prior to his landing approach.