

**Aviation Safety Investigation Report
199604260**

**Cessna Aircraft Company
180**

11 December 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: 199604260 **Occurrence Type:** Accident
Location: Temagog
State: NSW **Inv Category:** 4
Date: Wednesday 11 December 1996
Time: 1515 hours **Time Zone** ESuT
Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 180
Aircraft Registration: VH-CDX **Serial Number:** 30705
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Substantial
Departure Point: Parkes
Departure Time: 1305 ESuT
Destination: Coffs Harbour

Crew Details:

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	Commercial	1292.0	2045

Approved for Release: Wednesday, January 29, 1997

The aircraft departed Parkes on a VFR flight to Coffs Harbour, tracking via Scone, Mount Seaview and Kempsey. The pilot reported that the weather enroute to Scone had been fine with clear skies and winds from the south at 10 kts, however, active storms were observed developing to the south of the intended track.

Shortly after the aircraft passed over Mount Seaview, the pilot assessed that the weather was unsuitable to continue flight on his planned track. He decided to follow the Macleay River valley to Kempsey, then continue coastal to Coffs Harbour. However, about 5 NM before Kempsey the weather deteriorated rapidly, forcing the pilot to divert in order to remain in visual meteorological conditions.

An area of high ground, which he had overflown some minutes earlier, was chosen for a landing. The pilot made two precautionary passes over the area and believed that the surface was approximately level. He then approached to land toward the south, but discovered upon landing that the surface had a considerable downslope. While attempting to stop the aircraft the wheels locked under braking and skidded on wet ground. The right main landing gear collided with a creek bank, slewing the aircraft at right angles to the landing direction, and resulting in substantial damage.