

**Aviation Safety Investigation Report  
199500520**

**Cessna Aircraft Company  
U206G**

**22 February 1995**

Readers are advised that the Australian Transport Safety Bureau investigates for the sole purpose of enhancing transport safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purposes.

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> 199500520	<b>Occurrence Type:</b> Accident
<b>Location:</b> Melaleuca	
<b>State:</b> TAS	<b>Inv Category:</b> 4
<b>Date:</b> Wednesday 22 February 1995	
<b>Time:</b> 1520 hours	<b>Time Zone:</b> ESuT
<b>Highest Injury Level:</b> None	

<b>Aircraft Manufacturer:</b> Cessna Aircraft Company	
<b>Aircraft Model:</b> U206G	
<b>Aircraft Registration:</b> VH-LCD	<b>Serial Number:</b> U206-04523
<b>Type of Operation:</b> Charter Passenger	
<b>Damage to Aircraft:</b> Substantial	
<b>Departure Point:</b> Cambridge TAS	
<b>Departure Time:</b> 1444 ESuT	
<b>Destination:</b> Melaleuca TAS	

**Crew Details:**

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	ATPL	10.0	2700

**Approved for Release:** Monday, April 3, 1995

A anonymous ground witness observed the Cessna 206 overfly the windsock before commencing an approach to land on the north westerly strip. Most of the time there appeared to be a 20 knot crosswind from the left, but occasionally the wind swung so that there was a tailwind component. The witness advised that after touching down about 100 metres into the 490 metre strip, the aircraft bounced once and floated until almost two thirds down the strip where, after touching down again, the brakes appeared to be applied. Shortly after the brakes were applied, the wheels appeared to lock causing loss of directional control. The aircraft departed the centreline to the right, struck bushes about 70 metres from the end of the strip and overturned.

According to the pilot, he performed a normal short field approach and landing uphill on the 310 degree strip with the wind 220 degrees gusting from 10 to 15 knots and the aircraft touched down near the threshold without bouncing or floating. During the landing roll the pilot believed that the wind changed to provide a significant tailwind component which made the aircraft difficult to slow down and control. The pilot did not attempt a go-around.