

**Aviation Safety Investigation Report  
199501238**

**Cessna Aircraft Company  
TU206G**

**14 April 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.

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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.

**Occurrence Number:** 199501238      **Occurrence Type:** Accident  
**Location:** Bathurst Head  
**State:** QLD      **Inv Category:** 4  
**Date:** Friday 14 April 1995  
**Time:** 1145 hours      **Time Zone:** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Cessna Aircraft Company  
**Aircraft Model:** TU206G  
**Aircraft Registration:** VH-XAA      **Serial Number:**  
**Type of Operation:** Non-commercial Business  
**Damage to Aircraft:** Substantial  
**Departure Point:** Kalpowar Homestead  
**Departure Time:** 1115 EST  
**Destination:** Bathurst Head

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	ATPL	800.0	14000

**Approved for Release:** Monday, May 8, 1995

The pilot reported that on arrival in the circuit area he observed that the employee responsible for inspecting the strip was in attendance, and there were no indications that the strip was unserviceable. After a normal approach and landing with 40 degrees of flap set, the nose was being held off when a bump was felt causing the pilot to believe that a failure had occurred with the nosegear. The pilot continued to hold the nose off until elevator control was lost. The nose then settled and the propeller struck the runway. The nose gear had failed after striking a hole made by wild pigs, and the hole been obscured by weed growth. A further three holes that were not readily visible were found, but they were not in the landing path.