

**Aviation Safety Investigation Report  
199504330**

**Cessna Aircraft Company  
Caravan**

**28 December 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:** 199504330                      **Occurrence Type:** Incident  
**Location:** Murray Island  
**State:** QLD                      **Inv Category:** 4  
**Date:** Thursday 28 December 1995  
**Time:** 1330 hours                      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Cessna Aircraft Company  
**Aircraft Model:** 208B  
**Aircraft Registration:** VH-URT                      **Serial Number:** 208B0428  
**Type of Operation:** Charter      Passenger  
**Damage to Aircraft:** Minor  
**Departure Point:** Horn Island QLD  
**Departure Time:** 1230 EST  
**Destination:** Murray Island QLD

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	ATPL	1100.0	2430

**Approved for Release:** Thursday, August 1, 1996

Upon arrival in the circuit, the pilot found that the windsock was wrapped around the pole. From local knowledge he chose to land on the 525m strip towards the north-west. Following touch down the aircraft did not slow down as rapidly as expected and overran the strip. The aircraft came to rest on a 30 degree slope just past the threshold.

Later the pilot said that the grass was wet, he landed slightly fast at 90 kts, there was a three to five knot tailwind, and he selected reverse thrust too late to avoid the overrun. The Cessna 208 flight manual recommends an approach speed of 78 kts under the prevailing conditions. The chart landing distance required was 397m.