

**Aviation Safety Investigation Report
199400475**

**Cessna Aircraft Company
TR182**

23 February 1994

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.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

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: 199400475 **Occurrence Type:** Accident
Location: Kalgoorlie
State: WA **Inv Category:** 4
Date: Wednesday 23 February 1994
Time: 1045 hours **Time Zone** WST
Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: TR182
Aircraft Registration: VH-SFS **Serial Number:** R18201833
Type of Operation: Non-commercial Business
Damage to Aircraft: Substantial
Departure Point: Jandakot WA
Departure Time: 0800 WST
Destination: Kalgoorlie WA

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Private	288.0	800

Approved for Release: Tuesday, June 14, 1994

The pilot reported that he made a normal approach and landing to the wet runway, touching down at around 60 knots. During the landing roll the aircraft began to veer to the right. Attempts to stop the yaw using both rudder and brake were unsuccessful. The aircraft left the sealed runway and the nosewheel was damaged when it entered a soft area.

The wind was blowing at 30 knots with gusts of up to 15 knots and a crosswind of 8 knots from the right.

The precise reason for the loss of control could not be determined but it is possible that it was the result of the combination of the wet runway and the strong and gusting crosswind.