

**Aviation Safety Investigation Report  
199401898**

**Cessna Aircraft Company  
Skylane RG**

**05 July 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.

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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:** 199401898                      **Occurrence Type:** Accident  
**Location:** Geelong Airport  
**State:** VIC    **Inv Category:** 4  
**Date:** Tuesday 05 July 1994  
**Time:** 1300 hours                      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Cessna Aircraft Company  
**Aircraft Model:** R182  
**Aircraft Registration:** VH-ALI                      **Serial Number:** R18200092  
**Type of Operation:** Non-commercial Pleasure/Travel  
**Damage to Aircraft:** Substantial  
**Departure Point:** Geelong Airport VIC  
**Departure Time:** 1150 EST  
**Destination:** Geelong Airport VIC

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	Private	10.0	140

**Approved for Release:** Tuesday, August 30, 1994

The pilot flew three passengers out of Geelong on a private pleasure flight. Upon return he performed a normal circuit and approach with the intention of a full stop landing. On touchdown the aircraft bounced slightly. The pilot applied slight forward pressure on the control column. A second slightly higher bounce occurred. A third and final bounce resulted in a heavy landing which broke off the nosewheel.