

**Aviation Safety Investigation Report  
199402215**

**Cessna Aircraft Company  
Skylane RG**

**06 August 1994**

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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:** 199402215                      **Occurrence Type:** Accident  
**Location:** Corowa  
**State:** NSW    **Inv Category:** 4  
**Date:** Saturday 06 August 1994  
**Time:** 1435 hours                                      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Cessna Aircraft Company  
**Aircraft Model:** R182  
**Aircraft Registration:** VH-NDP                      **Serial Number:** R182-01741  
**Type of Operation:** Non-commercial Pleasure/Travel  
**Damage to Aircraft:** Substantial  
**Departure Point:** Inverell NSW  
**Departure Time:**  
**Destination:** Corowa NSW

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	Private	16.0	218

**Approved for Release:** Thursday, January 5, 1995

The pilot reported that he made an approach to land on runway 32 at Corowa. He estimated the wind to be 320/20 with gusts to 35 kts. Final approach was made with full flap at 70-80 kts and wind gusts were encountered on final approach. The Pilot's Operating Handbook for the aircraft type recommends an approach speed of 65-75 kts with full flap and 70-80 kts with flaps up.

On touchdown the aircraft ballooned . The pilot advised that he continued to apply back pressure to the elevator and the aircraft landed again very heavily.

**Significant Factors**

The following factors were considered relevant to the development of the accident:

1. Gusting wind conditions.
2. Approach speed too high.

3. The pilot did not take appropriate corrective actions after the aircraft ballooned after initial touchdown.

