



Australian Government

Australian Transport Safety Bureau

Runway excursion involving a Cessna 150M, VH-EAV

Tyabb (ALA), Victoria, 19 March 2014

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Addendum

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Runway excursion involving a Cessna 150M, VH-EAV

What happened

On 19 March 2014, the pilot of a Cessna 150M aircraft, registered VH-EAV, conducted a local flight from Tyabb aeroplane landing area (ALA), Victoria, with one passenger on board.

At about 1545 Eastern Daylight-savings Time (EDT), the aircraft returned to Tyabb. The pilot overflew the aerodrome and observed that the windsock was indicating a south-easterly wind at about 15 kt, and elected to use the grass runway parallel to, and to the left of, runway 17.

The pilot reported that the aircraft was slightly higher than usual on approach and it encountered some minor turbulence. When at about 100 ft above ground level, the aircraft drifted and yawed sharply to the right. The pilot used left rudder to align the aircraft with the runway centreline. The aircraft touched down about 300 m beyond the runway threshold.

The aircraft veered off the runway to the left, rolled down the slope to the eastern side, and collided with a tyre marking the location of a drain. The aircraft continued into the culvert and the nose landing gear subsequently collapsed. The propeller struck the ground, resulting in substantial damage (Figure 1) and the aircraft came to rest on the grass.

After the accident, the pilot observed the windsock veering in an arc from the south-south-east to south-south-west and reported that windshear may have contributed to the incident.

Figure 1: Damage to VH-EAV



Source: Victoria Police

VH-EAV



Source: Victoria Police

Bureau of Meteorology report

The Bureau of Meteorology provided a report to the ATSB of the wind recorded at the Cerberus Automatic Weather Station (AWS), about 5 NM from Tyabb. During the period between 1530 and 1600, the wind varied from 209 degrees through 145 degrees and between 6 and 11 kt.

Safety message

The pilot reported that there were a number of clues indicating a possible go-around situation: the aircraft was high and long on the approach; the aircraft moved to the right prior to the flare for landing; and the aircraft was not aligned with the runway centreline prior to touchdown.

This incident is a reminder to pilots to be go-around ready. A go-around, the procedure for discontinuing an approach to land, is a standard manoeuvre performed when a pilot is not completely satisfied that the requirements for a safe landing have been met. The need to conduct a go-around may occur at any point in the approach and landing phase, but the most critical go-around is one initiated close to the ground.

This incident highlights the importance of conducting a go-around as soon as landing conditions appear unfavourable. The following link provides some useful information on go-arounds: *Aviation safety explained – Go-arounds*

www.casa.gov.au/scripts/nc.dll?WCMS:STANDARD:1001:pc=PC_91481.

General details

Occurrence details

Date and time:	19 March 2014 – 1545 EDT	
Occurrence category:	Accident	
Primary occurrence type:	Runway excursion	
Location:	Tyabb aerodrome (ALA), Victoria	
	Latitude: 38° 16.00' S	Longitude: 145° 10.50' E

Aircraft details

Manufacturer and model:	Cessna Aircraft Company C150M	
Registration:	VH-EAV	
Serial number:	15079384	
Type of operation:	Private	
Persons on board:	Crew – 1	Passengers – 1
Injuries:	Crew – Nil	Passengers – Nil
Damage:	Substantial	

About the ATSB

The Australian Transport Safety Bureau (ATSB) is an independent Commonwealth Government statutory agency. The ATSB is governed by a Commission and is entirely separate from transport regulators, policy makers and service providers. The ATSB's function is to improve safety and public confidence in the aviation, marine and rail modes of transport through excellence in: independent investigation of transport accidents and other safety occurrences; safety data recording, analysis and research; and fostering safety awareness, knowledge and action.

The ATSB is responsible for investigating accidents and other transport safety matters involving civil aviation, marine and rail operations in Australia that fall within Commonwealth jurisdiction, as well as participating in overseas investigations involving Australian registered aircraft and ships. A primary concern is the safety of commercial transport, with particular regard to fare-paying passenger operations.

The ATSB performs its functions in accordance with the provisions of the *Transport Safety Investigation Act 2003* and Regulations and, where applicable, relevant international agreements.

The object of a safety investigation is to identify and reduce safety-related risk. ATSB investigations determine and communicate the safety factors related to the transport safety matter being investigated.

It is not a function of the ATSB to apportion blame or determine liability. At the same time, an investigation report must include factual material of sufficient weight to support the analysis and findings. At all times the ATSB endeavours to balance the use of material that could imply adverse comment with the need to properly explain what happened, and why, in a fair and unbiased manner.

About this report

Decisions regarding whether to conduct an investigation, and the scope of an investigation, are based on many factors, including the level of safety benefit likely to be obtained from an investigation. For this occurrence, a limited-scope, fact-gathering investigation was conducted in order to produce a short summary report, and allow for greater industry awareness of potential safety issues and possible safety actions.