



Australian Government
Australian Transport Safety Bureau

Aviation Notification Form

Notification Officer: [REDACTED]

Phone: 1800 011 034

All orange fields are Mandatory unless information is not available from Reporter

Reporters Name: [REDACTED] Role: [REDACTED] Employer: [REDACTED]

Report date: 19/11/2016 Report time: 2031 Phone: [REDACTED]

Registration: [REDACTED] Flight No: [REDACTED] Aircraft Type: Cessna 172

Occurrence type: Collision with Terrain Operation Type: Charter

Occurrence Date: 19/11/2016 Occurrence Time: 2000 ☒ Local ☐ UTC

Occurrence location: Merimbula aerodrome State: NSW

Latitude/Longitude: [REDACTED] [REDACTED]

Aircraft Operator: [REDACTED]

Injuries	Fatal	Serious	Minor	Nil
Crew				1
Passengers				3
Ground				

Damage description: Propeller and undercarriage damage

Description of occurrence and Additional Information: (Press ALT + ENTER for a new paragraph)

[REDACTED] reported that one of the companies Cessna 172 aircraft, registered [REDACTED] had an accident at Merimbula NSW at about 2000hrs. The PIC reported poor weather and possible wind shear at the time here the aircraft contacted the runway resulting in undercarriage damage and propeller strike. Pilot and 3 POB, Nil injuries. Manhandled the aircraft from the runway. PIC [REDACTED].

Flt Recs Quarantined: ☐ Yes ☐ No ELT Disabled ☐ Yes ☐ No Guard: ☐ Yes ☐ No

Passed on: Date Time Name Date Time Name

COR: ##### 2037 [REDACTED] WebSMS: [REDACTED] [REDACTED] [REDACTED]

Other: [REDACTED] [REDACTED] [REDACTED] Other: [REDACTED] [REDACTED] [REDACTED]

M201604240 - Full Details	
Notification From	Operator
Occurrence Date	19 Nov 16
Occurrence Time	19:45 ESuT
Source file	Yes - view source
Manual Source	Phone
Location	Merimbula Aerodrome
State	NSW
Summary	<p>██████ reported that one of the companies Cessna 172 aircraft, registered ██████ had an accident at Merimbula NSW at about 2000hrs. The PIC reported poor weather and possible wind shear at the time here the aircraft contacted the runway resulting in undercarriage damage and propeller strike. Pilot and 3 POB, Nil injuries. Manhandled the aircraft from the runway. PIC ██████.</p>
Notification Status	Imported
Notification Status Date	21 Nov 16
REPCON	No
Occurrence Category	Serious Incident
Level Category Notes	<p>Operator report received. W201601325. Decision not to investigate. Individual action, no injuries, no systemic issues and no available short investigation resources. ██████ 21/11/16</p>
Notification Source	Manual
Notification Aircraft	
Registration	██████
Occurrence Types	
Hard landing	
Turbulence/windshear/microburst	

W201601325 - Full Details	
Notification From	Flight crew
Reported By	[REDACTED]
Reported By Contact Phone	[REDACTED]
Reported By Contact Email	[REDACTED]
Reported By Role	Pilot in command
Occurrence Date	19 Nov 16
Occurrence Time	19:45 ESuT
Source file	No
Location	Merimbula
State	NSW
Summary	<p>I was flying a few friends to Merimbula for a night. As we were coming in to Merimbula, we could see a layer of Overcast cloud ahead of us, and listening to the Merimbula AWIS, it said it was at 2400ft, so we descended and got beneath it. Once we were beneath it, I noticed it was a fair bit darker, and visibility had reduced a bit, AWIS still said visibility was 10km. As we got abeam Merimbula for a downwind join runway 21, we could tell the weather was getting worse, but we were still well above minima, and the AWIS indicated light winds (around 6 knots). At this point, nothing was too alarming, everything was going normally. I came over the threshold of the runway and at about 10ft, we hit what I presume was some serious wind shear, the plane just dropped to the ground, and since we hit it pretty fast, we had a big bounce. After this first bounce, it was quite hard to recover the aircraft in to stability, and it continued to bounce around 6-7 more times on the runway. One of these bounces was big enough that the end of the propeller struck the ground (although I never heard anything to indicate the prop struck, I knew it was a hard landing but I didn't hear any unusual sounds). Once we shut down the plane I inspected it and saw the damage, and the end 5cm of the propeller tip was bent.</p>
Notification Status	Completed
Notification Status Date	21 Nov 16
How these factors contributed	Relatively self explanatory, the AWIS weather for Merimbula looked fine, and there was nothing to suggest any wind shear on short final. If I had have been more familiar with Merimbula, I may have known what to expect
Other (textbox associated with Safety factors)	Deteriorating weather, last light approaching, unfamiliarity with aerodrome and associated weather
Further safety action	Check AWIS reliability, better info in ERSA regarding any dangers at the AD
Most Serious Injury	Nil
REPCON	No
Duplicate Of	M201604240
Occurrence Category	Serious Incident
Notification Source	Web
Notification Aircraft	
Registration	[REDACTED]
Manufacturer	Cessna

Model	172S
Owner	[REDACTED]
Operator	[REDACTED]
Departed From	YMMB
Destination	YMER
Type of operation	Private/Business
Phase Of Flight	Landing
Flight Conditions	VMC
Flight Rules	VFR
Airspace Type	CTAF
Airspace Class	G
Altitude	0 AGL (above ground level - ft)
Effect on flight	No Effect
Total Crew Number	1
Total Passenger Number	3
Damage Level	Minor
Damage Description	End of propeller bent

Occurrence Types

Hard landing

Pilot in Command

Pilot in command - Name	[REDACTED]
Pilot in command - Contact phone	[REDACTED]
Pilot in command - Date of birth	[REDACTED]
Pilot in command - Type of licence held	[REDACTED]
Pilot in command - ARN/Licence no	[REDACTED]
Pilot in command - Nationality	[REDACTED]
Pilot in command - Total flying hours	[REDACTED]
Pilot in command - Hours in last 90 days	[REDACTED]
Pilot in command - Total hours on type	[REDACTED]
Pilot in command - Hours on type (90 days)	[REDACTED]

Notification Environment

Light conditions	Dusk
Visibility	9.0
Visibility reduced by	Haze
Precipitation type	Nil
Precipitation intensity	Nil
Icing conditions	Nil
Cloud cover	Overcast (8 OKTAS)
Cloud base	2400
Other significant weather	Wind shear on short final
Wind direction	130
Wind gusting	6
Wind speed	6

Notification Source Details					
Notification source:	Web				
Status:	Loaded				
Status date:	20 Nov 2016				
Registered By:	[REDACTED]				
E-Mail Address	[REDACTED]				
Phone Number	[REDACTED]				
Role	Pilot in command				
When and Where					
Occurrence Date Time	19 Nov 2016 19:45				
Location	Merimbula, NSW				
Injury and Damage					
Injury Level	Nil				
Damage Level	Minor				
Damage Description	End of propeller bent				
Effect on Flight	No Effect				
Injuries					
	Fatal	Serious	Minor	Not Injured	Total
Crew					1
Passengers					3
Aircraft - [REDACTED]					
Aircraft Manufacturer	Cessna				
Aircraft Model	172S				
Operation - [REDACTED]					
Flight Phase	Landing				
Departed From	YMMB				
Destination	YMER				
Flight Rules	VFR				
Flight Conditions	VMC				
Operation Type	Private/Business				
Owner	[REDACTED]				
Operator	[REDACTED]				
Airspace - [REDACTED]					
Airspace Class	G				
Airspace Type	CTAF				
Altitude	0				
Altitude Type	AGL				
Text Summaries					
<p>I was flying a few friends to Merimbula for a night. As we were coming in to Merimbula, we could see a layer of Overcast cloud ahead of us, and listening to the Merimbula AWIS, it said it was at 2400ft, so we descended and got beneath it. Once we were beneath it, I noticed it was a fair bit darker, and</p>					

Summary	visibility had reduced a bit, AWIS still said visibility was 10km. As we got abeam Merimbula for a downwind join runway 21, we could tell the weather was getting worse, but we were still well above minima, and the AWIS indicated light winds (around 6 knots). At this point, nothing was too alarming, everything was going normally. I came over the threshold of the runway and at about 10ft, we hit what I presume was some serious wind shear, the plane just dropped to the ground, and since we hit it pretty fast, we had a big bounce. After this first bounce, it was quite hard to recover the aircraft in to stability, and it continued to bounce around 6-7 more times on the runway. One of these bounces was big enough that the end of the propeller struck the ground (although I never heard anything to indicate the prop struck, I knew it was a hard landing but I didn't hear any unusual sounds). Once we shut down the plane I inspected it and saw the damage, and the end 5cm of the propeller tip was bent.
Occurrence Type	
Safety Factors	
What Contributed?	Deteriorating weather, last light approaching, unfamiliarity with aerodrome and associated weather
Contributing factors description	Relatively self explanatory, the AWIS weather for Merimbula looked fine, and there was nothing to suggest any wind shear on short final. If I had have been more familiar with Merimbula, I may have known what to expect
Further Preventative Action	Check AWIS reliability, better info in ERSa regarding any dangers at the AD
Environment	
Cloud Base	2400
Cloud Cover	Overcast (8 OKTAS)
Icing Conditions	Nil
Lighting Conditions	Dusk
Precipitation Intensity	Nil
Precipitation Type	Nil
Visibility	9.9
Visibility Reduced By	Haze
Wind Gusting	6
Wind Direction	130
Wind Speed	6
Other Significant Weather	Wind shear on short final
Individual - [REDACTED]	
Full Name	[REDACTED]
Date of Birth	[REDACTED]
Nationality	[REDACTED]
Primary Phone Number	[REDACTED]
Role	Pilot in command
Licence Number	[REDACTED]
Licence Type	[REDACTED]
Hours on all	[REDACTED]
Hours on all last 90 days	[REDACTED]
Hours on	[REDACTED]

Type	
Hours on type last 90 days	

201604502 - Occurrence Details**Overview**

Short title	Hard landing - Merimbula Aerodrome - 19-Nov-16
Logged date	24 Nov 2016
Occurrence category	Serious Incident
ATSB involvement	Data entry
Status	Reviewed
Highest injury	Nil

When & where

Occurrence date	19 Nov 16
Occurrence time	19:45
Time zone	ESuT
UTC offset	11.0
Location	Merimbula Aerodrome
Latitude	S 36° 54.52'
Longitude	E 149° 54.08'
State	NSW
Country	Australia

Aircraft: [REDACTED] 172

Type	Aeroplane
Registration	[REDACTED]
Manufacturer	Cessna Aircraft Company
Model	172S
Common name	172
Engine type	Piston
Number of engines	1
Type of landing gear	Tricycle - Fixed
Fuel type	Gasoline
Country of registration	Australia
Year of manufacture	1999
Amateur built	No
MTOW (kg)	1156
Max weight category	0-2250 Kg (0-4960 Lbs)

Text summaries

Reporter text	[REDACTED] reported that one of the companies Cessna 172 aircraft, registered [REDACTED] had an accident at Merimbula NSW at about 2000hrs. The PIC reported poor weather and possible wind shear at the time here the aircraft contacted the runway resulting in undercarriage damage and propeller strike. Pilot and 3 POB, Nil injuries. Manhandled the aircraft from the runway. PIC Alex Derdresch.
ATSB summary	During final approach, the aircraft encountered windshear and landed hard. The propeller to struck the runway resulting in minor damage..

Occurrence type: Environment - Weather - Turbulence / Windshear / Microburst

Associated aircraft	[REDACTED] 172
Type	Windshear
Measure	Unknown
Effect on aircraft	Sink

Occurrence type: Operational - Aircraft control - Hard landing

Associated aircraft	██████, 172
Primary	True

Occurrence type: Operational - Terrain Collisions - Ground strike

Associated aircraft	██████, 172
Strike type	Propeller
Phase of flight	Landing

Safety factor: Local condition - Physical environment - Light conditions

Associated aircraft	██████, 172
Description	Getting late in the day, pressure to land.
Functional area	Flight operations

Safety factor: Local condition - Weather conditions - Windshear

Associated aircraft	██████, 172
Description	Windshear on short final
Functional area	Flight operations

Operation: ██████, 172

Phase of flight	Landing
Departure	Moorabbin Vic.
Destination	Merimbula NSW
Aerodrome proximity	On aerodrome
Pilot flying status	Renter
Pilot flying role	Pilot in command
Owner	████████████████████
Operator	██
Operation type	Private
Operation sub type	Pleasure / Travel
Flight plan filed	Unknown
Flight procedure	VFR
Flight conditions	VMC

Injury & damage: ██████, 172

	Fatal	Serious	Minor	Not injured	Total
Crew				1	1
Passengers				3	3
Total	0	0	0	4	4
Damage	Minor				

Injury & damage - Ground**Injury & damage - Other**

Was other property damaged	No
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Airspace: [REDACTED], 172

Airspace class	G
Airspace type	CTAF
Altitude type	Surface

Environment

Cloud cover	Overcast (8 OKTAS)
Ceiling	2400 ft
Visibility	9.0 km
Visibility reduced by	Haze
Light conditions	Dusk
Wind direction	130
Wind speed	06

Individual: [REDACTED]

Associated Aircraft	[REDACTED] 172
Surname	[REDACTED]
Given name(s)	[REDACTED]
Position/Role	Pilot in command
Date of birth	[REDACTED]
ARN/Licence number	[REDACTED]
Licence category	[REDACTED]
Licence type	[REDACTED]
Flying Hours (last 90 days)	[REDACTED]
Flying Hours on type (last 90 days)	[REDACTED]
Total Flying Time	[REDACTED]
Total on type	[REDACTED]

Organisation**Component****Administration**

Occurrence category	Serious Incident
Level & category notes	Operator report received. W201601325. Decision not to investigate. Individual action, no injuries, no systemic issues and no available short investigation resources [REDACTED] [REDACTED] 21/11/16 SOM not required [REDACTED] 22/11/2016
TSI reportable	Immediately reportable
Further Info Required	No
ATSB involvement	Data entry
Created by	[REDACTED]
Status	Reviewed
Occurrence title	Hard landing - Merimbula Aerodrome - 19-Nov-16

Notification: W201601325

Reference number	W201601325
Date	20 Nov 2016

Notification: M201604240

Reference number	M201604240
Date	21 Nov 2016

File