



Australian Government

Australian Transport Safety Bureau

Hard landing involving Cessna 182, VH-JXX

Bathurst Airport, New South Wales, 1 April 2017

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Addendum

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Hard landing involving Cessna 182, VH-JXX

What happened

On 1 April 2017, the pilot of a Cessna R182 aircraft, registered VH-JXX, conducted a private flight from Broken Hill to Bathurst, New South Wales, with one passenger on board.

The aircraft arrived overhead Bathurst Airport at about 1130 Eastern Daylight-saving Time (EDT) and the pilot elected to join the circuit on a left downwind for runway 35. The pilot reported that the approach was normal, and that they aimed to touch down slightly beyond the runway threshold.

Due to a crosswind of about 8 kt, the pilot recalled that the left main wheel touched down immediately before the right. The propeller then struck the runway and the nose landing gear collapsed. The aircraft skidded a short distance before coming to rest on the runway.

The aircraft sustained substantial damage and the pilot and passenger were uninjured (Figure 1).

Figure 1: VH-JXX showing damage to the propeller and nose landing gear



Source: Aircraft owner

Pilot comments

The pilot commented that the approach seemed normal, all indications were normal, and the landing did not feel particularly hard. The first time they were aware something was not normal was when the nose of the aircraft contacted the runway. They had lowered the landing gear on downwind and confirmed the green light indicated the gear was safely down and locked, and had also verified the main wheels were down by doing a visual check.

Post-accident inspection

An aircraft maintenance engineer inspected the aircraft after the accident. The nose landing gear had collapsed and the gear doors were broken. The cowl flaps were damaged, the firewall was buckled and the area under the floor in the area near the pedals was bent. There was no evidence of any fault other than the damage sustained in the impact.

Findings

These findings should not be read as apportioning blame or liability to any particular organisation or individual.

- The aircraft probably landed in a nose-low attitude resulting in a propeller strike and damage to the nose landing gear.

General details

Occurrence details

Date and time:	1 April 2017 – 1128 EDT	
Occurrence category:	Accident	
Primary occurrence type:	Hard landing	
Location:	Bathurst Airport, New South Wales	
	Latitude: 33° 24.57' S	Longitude: 149° 39.12' E

Aircraft details

Manufacturer and model:	Cessna Aircraft Company R182	
Registration:	VH-JXX	
Serial number:	R18201396	
Type of operation:	Private – Pleasure/Travel	
Persons on board:	Crew – 1	Passengers – 1
Injuries:	Crew – 0	Passengers – 0
Aircraft 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 operations involving the travelling public.

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.