Aviation Safety Investigation Report
198502539

Cessna 210N

7 June 1985
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Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the CEO 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.
Occurrence Number: 198502539
Location: 2.5 km NW Bankstown NSW
Date: 7 June 1985
Highest Injury Level: Fatal
Injuries:

<table>
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<tr>
<th></th>
<th>Fatal</th>
<th>Serious</th>
<th>Minor</th>
<th>None</th>
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<td>0</td>
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</tr>
<tr>
<td>Ground</td>
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<tr>
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</tr>
<tr>
<td>Total</td>
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Aircraft Details: Cessna 210N
Registration: VH-RSD
Serial Number: 
Operation Type: Private (Travel)
Damage Level: Destroyed
Departure Point: Bankstown NSW
Departure Time: 1030
Destination: Bourke NSW

Approved for Release: July 8th 1986

Circumstances:

Prior to taxying the pilot had checked the all-up-weight of the aircraft and had performed a thorough pre-flight inspection. The take-off and initial climb appeared to be normal, however when the aircraft had reached a height of about 200 feet there was evidently a loss of performance and no further height was gained. In response to queries from the Control Tower, the pilot indicated that he was returning for landing. During a subsequent turn, control of the aircraft was lost. The left wing dropped sharply and the aircraft entered a near vertical descent, subsequently colliding with a large tree before impacting the ground. A fierce fire broke out and consumed the wreckage. The subsequent investigation was hampered by the extent of the fire damage. It was established that the engine had been subjected to abnormally high operating temperatures, but whether this had occurred immediately before the accident or at some previous time, could not be determined. No other defect was found which might have contributed to the apparent loss of performance and the reason for such loss remains undetermined. The pilot was relatively inexperienced, both in total hours and on the aircraft type. While endeavouring to manoeuvre the aircraft for a return to the aerodrome, he had apparently not realised that the airspeed was decaying, and the aircraft subsequently stalled at a height which was insufficient to allow recovery before impact with the ground.