

**Aviation Safety Investigation Report
199602831**

**Cessna Aircraft Company
Centurion**

06 September 1996

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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 Executive Director 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.

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: 199602831 **Occurrence Type:** Accident
Location: Aeropelican, (ALA)
State: NSW **Inv Category:** 4
Date: Friday 06 September 1996
Time: 0935 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 210N
Aircraft Registration: VH-XGT **Serial Number:** 21063558
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Substantial
Departure Point: Narrabri NSW
Departure Time:
Destination: Aeropelican NSW

Crew Details:

<u>Role</u>	<u>Class of Licence</u>	<u>Hours on Type</u>	<u>Hours Total</u>
Pilot-In-Command	Private	156.0	3781

Approved for Release: Thursday, October 3, 1996

Prior to departing Narrabri the pilot obtained a weather forecast for his destination, which indicated the surface wind would be from the southwest at 15 kts. The flight was uneventful and on entering the circuit at Aeropelican the pilot noted that the windsock indicated a northerly wind and elected to land on runway 07.

The pilot later reported that the aircraft crossed the threshold at 80 kts, with full flap selected, and touched down about 250 metres into the 880 metre strip. About half way along the runway, with the airspeed still indicating 55 kts, the pilot realised there was a tailwind component. He considered going round but elected to continue with the landing. Heavy pressure was applied to the rudder pedals, without operating the brakes effectively. As a result the aircraft overran the runway end and collided with the airport fence. The four occupants managed to evacuate the aircraft, but the pilot suffered superficial injuries.