

**Aviation Safety Investigation Report  
198700731**

**Cessna C210-L**

**31 May 1987**

Readers are advised that the Australian Transport Safety Bureau investigates for the sole purpose of enhancing transport safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purposes.

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.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the CEO of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

**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](http://www.atsb.gov.au).**

**Occurrence Number:** 198700731  
**Location:** Leigh Creek SA  
**Date:** 31 May 1987  
**Highest Injury Level:** Nil  
**Injuries:**

**Occurrence Type:** Accident

**Time:** 1608

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	3
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>

**Aircraft Details:** Cessna C210-L  
**Registration:** VH-TIZ  
**Serial Number:** 210-061473  
**Operation Type:** Private (Pleasure)  
**Damage Level:** Substantial  
**Departure Point:** Moorabbin VIC  
**Departure Time:** 1240 approx  
**Destination:** Leigh Creek SA

**Approved for Release:** August 14th 1987

**Circumstances:**

The aircraft landed heavily and bounced three times. On the third contact with the ground the rim of the nosewheel apparently broke, resulting in the complete oleo leg assembly separating from the aircraft. The aircraft slid to a halt on the lower section of the engine cowl. The pilot had little experience on type and his reported approach speed was 11 knots faster than indicated in the flight manual. As the aircraft was higher on approach than normal, the landing flare was initiated too soon and it resulted in the aircraft ballooning. Despite the eventual heavy contact with the runway and the subsequent bounce, no attempt was made to initiate a go-around. This accident was not the subject of an on-site investigation.