

**Aviation Safety Investigation Report
198700735**

Cessna C210-M

1 July 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.

Occurrence Number: 198700735
Location: Arkaroola SA
Date: 1 July 1987
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident

Time: 1147

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	4
Total	0	0	0	5

Aircraft Details: Cessna C210-M
Registration: VH-MCE
Serial Number: 210-62633
Operation Type: Private (Pleasure)
Damage Level: Substantial
Departure Point: Renmark SA
Departure Time: 1002
Destination: Arkaroola SA

Approved for Release: November 10th 1987

Circumstances:

On arrival at the destination strip, the pilot assessed the wind to be from the west at about 15 knots. He decided to land on runway 03, using full flap, shortfield technique, but during the flare the pilot found he was unable to counteract right drift and the aircraft touched down on the nosewheel. The nosegear subsequently collapsed, and the aircraft skidded to a halt just off the right side of the strip. The pilot said that during the approach he had been concentrating on his crosswind technique and had omitted to refer to the airspeed indicator after crossing the threshold. When he realised that the aircraft could not be aligned with the strip, he considered initiating a go-around but the aircraft struck the ground. This accident was not the subject of an on-site investigation.