

**Aviation Safety Investigation Report
198803481**

Cessna 210-N

19 September 1988

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: 198803481
Location: Karumba QLD
Date: 19 September 1988
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident
Time: 1545

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	5
Total	0	0	0	6

Aircraft Details: Cessna 210-N
Registration: VH-RZZ
Serial Number: 210-63769
Operation Type: Private
Damage Level: Substantial
Departure Point: Normanton QLD
Departure Time: N/K
Destination: Karumba QLD

Approved for Release: November 1st 1988

Circumstances:

The aircraft was observed approaching to land on Runway 21. It bounced on landing and then rocked from one mainwheel to the other before veering off the left side of the strip and running through a fence. The pilot reported that the wind was straight down the strip and that on touchdown the aircraft swung left suddenly. He was unable to control the swing. A witness on the ground reported that the wind at the time was from the south-east at 15-20 knots but favouring Runway 21. He saw the aircraft bounce a few feet before touching down again on one mainwheel and then the other and then veer off the strip. No fault was found with the wheel brakes which might have caused the swing. This accident was not the subject of an on-site investigation.

Significant Factors:

The following factors were considered relevant to the development of the accident

1. The aircraft was landed in strong crosswind conditions.
2. The pilot was unable to maintain directional control of the aircraft.