

**Aviation Safety Investigation Report
199100108**

Cessna 210-K

11 January 1991

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.

This accident was not formally investigated by the Bureau.

Occurrence Number: 199100108 **Occurrence Type:** Accident
Location: Beverly Springs WA
Date: 11 January 1991 **Time:** 1700
Highest Injury Level: Nil
Injuries:

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	2
Total	0	0	0	3

Aircraft Details: Cessna 210-K
Registration: VH-ERH
Serial Number: 21059394
Operation Type: Private
Damage Level: Substantial
Departure Point: Derby WA
Departure Time: N/A
Destination: Beverly Springs Airfield
WA

Approved for Release: 10th May 1991

Circumstances:

The pilot reported that on arrival in the Beverley Springs area he had some problems contacting Flight Service on the high frequency radio. During this period, he planned to land on runway 34. However, he noticed there was no wind and that the aircraft was positioned to make a short circuit for runway 16 so he decided to land on this runway. Due to the problems with the radio and the sudden change of circuit direction, the pilot forgot to complete the down-wind checks and the aircraft landed wheels up. No gear warning horn was heard, but this may have been due to the higher than normal power setting maintained on finals.