

**Aviation Safety Investigation Report  
198602334**

**Cessna 210 L**

**30 June 1986**

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

**Occurrence Number:** 198602334  
**Location:** Ballina NSW  
**Date:** 30 June 1986  
**Highest Injury Level:** Nil  
**Injuries:**

**Occurrence Type:** Accident

**Time:** 1317

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>

**Aircraft Details:** Cessna 210 L  
**Registration:** VH-BEC  
**Serial Number:**  
**Operation Type:** Private (Travel)  
**Damage Level:** Substantial  
**Departure Point:** Mudgee NSW  
**Departure Time:** 1111  
**Destination:** Ballina NSW

**Approved for Release:** August 7th 1986

**Circumstances:**

The aircraft crossed the threshold higher than the pilot desired, and touchdown occurred well into the 900 metre strip. After initially running normally along the ground, the aircraft bounced twice before coming to rest in a nosedown attitude. Investigation revealed that the aircraft had landed on the left side of the strip, where the surface was very rough, and the aircraft had suffered a broken nosegear fork. The nosewheel had become detached and the nose strut was pulled away from the firewall. The pilot was feeling fatigued after completing 7 hours flying for the day. He had elected not to go around when the aircraft was high on the approach, as adequate strip length remained for a safe landing. The rough area of the strip was not visible from the air, and the aircraft entered this area at a higher speed than would have resulted from a touchdown at the normal aiming point.