

**Aviation Safety Investigation Report  
198600716**

**Cessna C210L**

**3 December 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:** 198600716                      **Occurrence Type:** Accident  
**Location:** Manmoyi, 55km South of Maningrida NT  
**Date:** 3 December 1986                      **Time:** N/A  
**Highest Injury Level:** Serious  
**Injuries:**

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Ground	0	0	0	-
Passenger	0	1	1	3
<b>Total</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>3</b>

**Aircraft Details:** Cessna C210L  
**Registration:** VH-ANM  
**Serial Number:**  
**Operation Type:** Charter-Carriage of  
 Passengers  
**Damage Level:** Destroyed  
**Departure Point:** Manmoyi NT  
**Departure Time:** N/A  
**Destination:** Namergadabu NT

**Approved for Release:** July 17th 1987

#### **Circumstances:**

It was reported that the takeoff run was commenced after the pilot had run the engine to full power. The aircraft then travelled the full length of the 607 metre strip before entering light scrub. It became airborne for a distance of 48 metres before striking the ground in a nose down attitude. The landing gear was torn from the aircraft and a fire erupted in the front of the cabin before the aircraft came to rest. The pilot and passengers evacuated the aircraft before it was destroyed by fire. The strip length available for the proposed operation was inadequate. The load designated for carriage by the aircraft operator and accepted for carriage by the pilot, exceeded by approximately 345 kilograms the maximum allowable takeoff weight for the strip in the prevailing conditions. Also the takeoff performance of the aircraft was further inhibited by the takeoff being attempted with the flaps in the up position. Damage caused by the fire hampered the inspection of the wreckage. However, an examination of the fuel system found evidence of water contamination, and it is considered possible that the presence of water in the fuel system could have resulted in a reduction in engine performance during the takeoff run. No other faults that may have contributed to the accident were found. Perusal of the maintenance documentation for the aircraft found that water contamination was a problem with the aircraft, and that this pilot had recommended that a fuel drain be carried out prior to each takeoff. On this occasion no fuel drain was completed immediately prior to the attempted takeoff.