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Aviation Safety Investigation Report 198502539

Cessna 210N

7 June 1985

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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.

Occurrence Number: 198502539 Occurrence Type: Accident

Location: 2.5 km NW Bankstown NSW

Date: 7 June 1985 **Time:** 1030

Highest Injury Level: Fatal

Injuries:

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

Aircraft Details: Cessna 210N **Registration:** VH-RSD

Serial Number:

Operation Type: Private (Travel)
Damage Level: Destroyed
Departure Point: Bankstown NSW

Departure Time: 1030

Destination: Bourke NSW

Approved for Release: July 8th 1986

Circumstances:

Prior to taxying the pilot had checked the all-up-weight of the aircraft and had performed a thorough pre-flight inspection. The take-off and initial climb appeared to be normal, however when the aircraft had reached a height of about 200 feet there was evidently a loss of performance and no further height was gained. In response to queries from the Control Tower, the pilot indicated that he was returning for landing. During a subsequent turn, control of the aircraft was lost. The left wing dropped sharply and the aircraft entered a near vertical descent, subsequently colliding with a large tree before impacting the ground. A fierce fire broke out and consumed the wreckage. The subsequent investigation was hampered by the extent of the fire damage. It was established that the engine had been subjected to abnormally high operating temperatures, but whether this had occurred immediately before the accident or at some previous time, could not be determined. No other defect was found which might have contributed to the apparent loss of performance and the reason for such loss remains undetermined. The pilot was relatively inexperienced, both in total hours and on the aircraft type. While endeavouring to manoeuvre the aircraft for a return to the aerodrome, he had apparently not realised that the airspeed was decaying, and the aircraft subsequently stalled at a height which was insufficient to allow recovery before impact with the ground.