

**Aviation Safety Investigation Report
199603282**

**Cessna Aircraft Company
Centurion**

13 October 1996

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 Executive Director 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 Executive Director 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.

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

Occurrence Number: 199603282 **Occurrence Type:** Accident
Location: Essendon, Aerodrome
State: VIC **Inv Category:** 4
Date: Sunday 13 October 1996
Time: 1057 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 210E
Aircraft Registration: VH-ERU **Serial Number:** 21058520
Type of Operation: Miscellaneous Test
Damage to Aircraft: Substantial
Departure Point: Essendon Vic
Departure Time: 1015 EST
Destination: Essendon Vic

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Private	1000.0	1200

Approved for Release: Thursday, October 17, 1996

The pilot departed Essendon and flew to the Bacchus Marsh area to check out his aircraft after extensive maintenance had been carried out. On return to Essendon he flew a normal full flap approach for a landing on runway 35. At the time the wind was 350 degrees at 10 kts. The pilot inadvertently landed heavily, nosewheel first, and the aircraft bounced. On the next touchdown the nosewheel tyre blew out and the nosewheel forks broke off. The propeller struck the runway surface as the aircraft skidded to rest on the runway. No evidence was found of a previous fault with the aircraft which may have contributed to the accident.