

**Aviation Safety Investigation Report
199500402**

**Cessna Aircraft Company
Centurion**

11 February 1995

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: 199500402 **Occurrence Type:** Accident
Location: Arizona Station
State: QLD **Inv Category:** 4
Date: Saturday 11 February 1995
Time: 1510 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 210K
Aircraft Registration: VH-RZM **Serial Number:** 21059268
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Substantial
Departure Point: Arizona Homestead QLD
Departure Time:
Destination: Mount Isa QLD

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Commercial	18.0	1293

Approved for Release: Wednesday, April 17, 1996

The aircraft did not accelerate normally during the take-off roll. The pilot elected to reject the takeoff but the aircraft overran the end of the runway. During the overrun, the nosewheel was torn off.

The pilot reported that post-accident inspection indicated the strip surface was softer than expected. This retarded the aircraft's acceleration.