

**Aviation Safety Investigation Report
199504248**

**Cessna Aircraft Company
310R**

18 December 1995

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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.

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: 199504248	Occurrence Type: Accident
Location: Elliston, (ALA)	
State: SA	Inv Category: 4
Date: Monday 18 December 1995	
Time: 1800 hours	Time Zone: CSuT
Highest Injury Level: None	

Aircraft Manufacturer: Cessna Aircraft Company	
Aircraft Model: 310R	
Aircraft Registration: VH-TWN	Serial Number: 310R0650
Type of Operation: Charter Passenger	
Damage to Aircraft: Substantial	
Departure Point: Adelaide SA	
Departure Time:	
Destination: Elliston SA	

Crew Details:

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	Commercial	33.0	795

Approved for Release: Wednesday, September 25, 1996

It was the pilot's first flight to the destination and on arrival he overflowed the landing area to ascertain the landing direction from the windsock. He then continued in a left turn carrying out a circling approach onto final.

The grassy landing area was located in an area of low scrub. It had gable markers in the form of an "L" situated in the corners at each end of the airstrip to identify the thresholds. Four rows of cone markers along the length of the airstrip were used to indicate the extremities of the flight strips, and the runway's location in the centre.

When the pilot overflew the airstrip he noticed the row of cone markers along the left (eastern) side of the flight strip, and the two rows marking the runway. Because of low bushes and long grass he did not see the cone markers along the right (western) side of the flight strip, although the "L" threshold marker was visible. This gave him the impression that the row of cone markers along the eastern side of the runway was the runway centreline, and not verify the situation, flew the circuit to land to the left of the perceived centreline, on the flight strip.

Because of long grass, and the high nose attitude of the aircraft, the pilot failed to see piles of stones and areas of soft sand on the flight strip. After touchdown the aircraft rolled about 300 m then collided with a pile of stones and entered an area of soft sand, resulting in the separation of the nose gear leg.

