

**Aviation Safety Investigation Report
199003053**

Cessna T-210N Centurion

23 March 1990

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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: 199003053 **Occurrence Type:** Accident
Location: Mt Margaret (26 km South of Eromanga) QLD
Date: 23 March 1990 **Time:** 1258
Highest Injury Level: Fatal
Injuries:

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Ground	0	0	0	-
Passenger	1	0	0	0
Total	2	0	0	0

Aircraft Details: Cessna T-210N Centurion
Registration: VH-CXE
Serial Number: 21064337
Operation Type: Private
Damage Level: Destroyed
Departure Point: Thargomindah QLD
Departure Time: 1230
Destination: Mt Margaret QLD

Approved for Release: 25th July 1990

Circumstances:

The pilot of VH-CXE was flying in company with, but about two miles ahead, of another aircraft flown by his daughter. VH-CXE was observed apparently flying a straight in approach to the sealed Runway 01 at Mt Margaret and to then go around from the approach (there was a 15 knot crosswind from the right at the time). The following aircraft also went around from its initial approach and flew another circuit. Neither occupant of this aircraft saw VH-CXE during the second circuit and a radio query failed to bring any response. A fire was noticed on the western threshold of the dirt cross strip but this was not associated with VH-CXE. Later, when VH-CXE could not be located, the position of the fire was examined and confirmed as the wreckage of VH-CXE. Investigation revealed that the aircraft had struck the ground in a near vertical nose-down attitude while rotating left. The wreckage had burnt out and the extent of fire damage precluded a complete examination of the aircraft and its systems. However, no evidence was found to suggest that the aircraft was not capable of normal operation prior to the accident. It was established that the landing gear was locked down, the wing flaps were fully extended and the engine was producing substantial power at impact. It was not possible to determine if the pilot experienced incapacitation prior to the accident.

Significant Factors:

The following factors were considered relevant to the development of the accident

1. The aircraft struck the ground, probably in uncontrolled flight, for reason(s) which could not be determined.