

**Aviation Safety Investigation Report  
199200241**

**Cessna Aircraft Company  
T210N**

**16 December 1992**

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](http://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.

<b>Occurrence Number:</b>	199200241	<b>Occurrence Type:</b>	Accident
<b>Location:</b>	SERPENTINE WA		
<b>State:</b>	WA	<b>Inv Category:</b>	4
<b>Date:</b>	Wednesday 16 December 1992		
<b>Time:</b>	1416 hours	<b>Time Zone</b>	WST
<b>Highest Injury Level:</b>	None		

<b>Aircraft Manufacturer:</b>	Cessna Aircraft Company	
<b>Aircraft Model:</b>	T210N	
<b>Aircraft Registration:</b>	VH-KTM	<b>Serial Number:</b>
<b>Type of Operation:</b>	Miscellaneous Police Activities	
<b>Damage to Aircraft:</b>	Substantial	
<b>Departure Point:</b>	SERPENTINE WA	
<b>Departure Time:</b>		
<b>Destination:</b>	SERPENTINE WA	

**Approved for Release:**

Whilst conducting pilot training for Search and Rescue helibox dropping, the helibox hit the tail of the leading edge of the horizontal stabiliser. The heliboxes were being dropped out of the front passenger window of the aircraft. The drop was the last for the day and there had been no problems experienced in the previous drops. Turbulence in the area had built up during the day and was causing slight airspeed and altitude fluctuations. CAA manuals recognise that turbulence can cause an increased risk of tailstrike in this type of operation and advise to exercise caution when turbulence is present.