

**Aviation Safety Investigation Report
199200772**

**Cessna Aircraft Company
Centurion**

10 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.

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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: 199200772 **Occurrence Type:** Accident
Location: American River South
State: SA **Inv Category:** 4
Date: Thursday 10 December 1992
Time: 1705 hours **Time Zone** CSuT
Highest Injury Level: Minor
Injuries:

	Fatal	Serious	Minor	None	Total
Crew	0	0	0	1	1
Ground	0	0	0	0	0
Passenger	0	0	3	2	5
Total	0	0	3	3	6

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 210
Aircraft Registration: VH-TTB **Serial Number:**
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Substantial
Departure Point: Parafield SA
Departure Time: 1620 CSuT
Destination: American River South SA

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Private	15.5	240

Approved for Release: Monday, March 28, 1994

On arrival overhead the destination the pilot assessed the wind velocity and decided to land on runway 23, a 610 metre long grass strip. The wind direction was north-north-easterly at 15 knots.

The pilot reported that the aircraft touched down further along the strip than normal, and that braking was poor on the grass surface. About two thirds of the way along the strip he considered going around but did not attempt to do so because of trees at the end of the strip. The aircraft overran the strip and collided with an abandoned vehicle before overturning.

The pilot had inadvertently misread the wind direction, and in doing so had operated the aircraft outside the published landing performance criteria.