Aviation Safety Investigation Report
198601544

Cessna 210 G

11 April 1986
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Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the CEO 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.
Occurrence Number: 198601544
Location: Wilsons Promontory VIC
Date: 11 April 1986
Highest Injury Level: Nil
Injuries: 
<table>
<thead>
<tr>
<th></th>
<th>Fatal</th>
<th>Serious</th>
<th>Minor</th>
<th>None</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crew</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Ground</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>-</td>
</tr>
<tr>
<td>Passenger</td>
<td>0</td>
<td>0</td>
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<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>0</td>
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Aircraft Details: Cessna 210 G
Registration: VH-DPZ
Serial Number: 
Operation Type: Private (Pleasure)
Damage Level: Minor
Departure Point: Flinders Island TAS
Departure Time: 1438
Destination: Moorabbin VIC

Approved for Release: January 22nd 1987

Circumstances:

Approaching the coastline of Wilsons Promontory, the pilot heard a loud bang from the engine compartment, which was followed by oil escaping onto the windscreen. About 40 seconds later the engine failed completely and the pilot carried out a successful ditching in about 1.2 metres of water, some 10 metres from the shoreline. The pilot and passengers waded to land and were subsequently rescued by a helicopter. The pilot had chosen to land in the water rather than attempt a landing on the beach, which appeared to be soft and was obstructed by a rocky outcrop. Examination of the engine revealed that the number 5 cylinder connecting rod had failed from fatigue. This in turn led to the overload failure of the big-end bolts.