

**Aviation Safety Investigation Report  
198601544**

**Cessna 210 G**

**11 April 1986**

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 CEO 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 CEO 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).**

**Occurrence Number:** 198601544  
**Location:** Wilsons Promontory VIC  
**Date:** 11 April 1986  
**Highest Injury Level:** Nil  
**Injuries:**

**Occurrence Type:** Incident  
**Time:** 1438

	Fatal	Serious	Minor	None
Crew	0	0	0	0
Ground	0	0	0	-
Passenger	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**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.