Aviation Safety Investigation Report 198600707

Cessna 210M

3 September 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.

Occurrence Number: 198600707 **Occurrence Type:** Accident
Location: Batchelor NT
Date: 3 September 1986 **Time:** 1740
Highest Injury Level: Serious
Injuries:

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

Aircraft Details: Cessna 210M
Registration: VH-ITM
Serial Number:
Operation Type: Private (Ferry)
Damage Level: Destroyed
Departure Point: Bactchelor NT
Departure Time: 1740
Destination: Darwin NT

Approved for Release: April 2nd 1987

Circumstances:

After takeoff, at about 100 feet above ground level, the engine began to surge. The pilot changed the fuel tank selection and operated the auxiliary fuel boost pump but the engine did not regain power. The pilot then manoeuvred the aircraft in an attempt to find a clear area to land. However, he was unsuccessful and the aircraft collided with trees at a low forward speed. During the impact sequence a fire broke out and almost completely consumed the cabin area and the inboard sections of the wings. Despite the extensive fire damage, small amounts of water and rust were found throughout the fuel system. No other defects were discovered which might have explained the reported engine malfunction, and it was likely that the power loss was caused by water contamination of the fuel. The method by which the water entered the fuel tanks was not established, but may have resulted from condensation and/or the ingress of rain water through the tank caps. The water had not been detected by the pilot during his pre-flight inspection.