

**Aviation Safety Investigation Report
199402140**

**Cessna Aircraft Company
Centurion**

30 July 1994

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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 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: 199402140	Occurrence Type: Accident
Location: Flinders Peninsula, 92km W Gove	
State: NT	Inv Category: 4
Date: Saturday 30 July 1994	
Time: 1430 hours	Time Zone: CST
Highest Injury Level: None	

Aircraft Manufacturer: Cessna Aircraft Company	
Aircraft Model: 210M	
Aircraft Registration: VH-AQH	Serial Number: 21062846
Type of Operation: Charter Passenger	
Damage to Aircraft: Substantial	
Departure Point: Gove NT	
Departure Time: 1410 CST	
Destination: Elcho Island NT	

Crew Details:

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	Commercial	50.0	250

Approved for Release: Thursday, February 8, 1996

During cruise the engine experienced a momentary surge with rough running and a decrease in engine speed to 1200 RPM. The pilot stated that he carried out all emergency procedures but the engine failed to respond and regain power. A forced landing was carried out onto a beach, but during the landing roll the nose wheel entered soft sand and broke off at the fork. One propeller blade and the nose cowls also suffered damaged.

The fuel system was checked and found to be free of contamination, the fuel was of the correct grade with sufficient on board for the flight.

The engine was inspected, and then test run successfully with no apparent faults found which may have caused the engine to lose power, although a later inspection found some contamination in the fuel injector distributor valve.

The reason for the engine to lose power could not be positively determined.