

**Aviation Safety Investigation Report  
199500025**

**Cessna Aircraft Company  
Caravan**

**08 January 1995**

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](http://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:** 199500025                      **Occurrence Type:** Accident  
**Location:** Toogoolawah  
**State:** QLD    **Inv Category:** 4  
**Date:** Sunday 08 January 1995  
**Time:**    **Time Zone**                      ESuT  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Cessna Aircraft Company  
**Aircraft Model:** 208  
**Aircraft Registration:** VH-MMV                      **Serial Number:** 20800003  
**Type of Operation:** Miscellaneous Parachute Jump  
**Damage to Aircraft:** Substantial  
**Departure Point:** Toogoolawah QLD  
**Departure Time:**  
**Destination:** Toogoolawah QLD

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on</b>	
		<b>Type</b>	<b>Hours Total</b>
Pilot-In-Command	ATPL	210.0	13300

**Approved for Release:** Wednesday, June 5, 1996

The pilot reported that the aircraft engine lost power when he made a power adjustment whilst on final approach. The propeller feathered and the aircraft landed short of the runway on unprepared ground, incurring substantial damage.

The aircraft was being used for parachute drops from 14,000ft. When the last parachutist left the aircraft, the pilot would place the aircraft in a steep spiralling descent. During this type of descent, the pilot was known to exceed the 60 degree angle of bank limits for the aircraft.

Low fuel states were reported as being used for the paradrops. It is probable that the fuel flow from the wing cells to the collector tank (18 litre capacity) was interrupted during the descent and air entered the system. The fuel pump was not designed to operate in other than a full collector tank. As a result it is likely that the fuel flow to the engine was interrupted, resulting in engine flame out.