

**Aviation Safety Investigation Report  
198502549**

**Cessna 310-L**

**24 August 1985**

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:** 198502549  
**Location:** Harden NSW  
**Date:** 24 August 1985  
**Highest Injury Level:** Nil  
**Injuries:**

**Occurrence Type:** Accident

**Time:** 1641

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>

**Aircraft Details:** Cessna 310-L  
**Registration:** VH-KVY  
**Serial Number:**  
**Operation Type:** Charter (Passengers)  
**Damage Level:** Substantial  
**Departure Point:** Tumut NSW  
**Departure Time:** 1641  
**Destination:** Dubbo NSW

**Approved for Release:** March 26th 1986

**Circumstances:**

About 20 minutes after take-off on the return leg of a charter flight and while cruising at 4500 feet amsl, the right engine suddenly lost all power. The pilot reported that he was unable to restore power, and he elected to land at a nearby ALA. From the downwind position a continuous left turn was flown to align the aircraft with the strip. On short final approach the left engine also lost power and the aircraft touched down short of the strip boundary. It ran through two fences and the nosegear collapsed after striking a dirt bank. The flight was the first one in the aircraft type for the pilot in an unsupervised capacity. Investigations carried out at the accident site revealed that there was adequate fuel remaining in the main tanks, although the auxiliary tanks were virtually empty. Both engines were started and ran normally, and no fault was subsequently found with them that might have explained the power losses. The pilot did not have a detailed knowledge of the fuel system, and it was considered likely that he had mis-managed the system.