

**Aviation Safety Investigation Report  
198601443**

**Piper PA28-161**

**09 December 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:** 198601443 **Occurrence Type:** Accident

**Location:** 1 km South Lilydale VIC

**Date:** 09 December 1986 **Time:** 739

**Highest Injury Level:** Minor

**Injuries:**

	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>1</b>	<b>0</b>

**Aircraft Details:** Piper PA28-161

**Registration:** VH-BZB

**Serial Number:**

**Operation Type:** Private (Ferry)

**Damage Level:** Substantial

**Departure Point:** Lilydale VIC

**Departure Time:** 0739

**Destination:** Moorabbin VIC

**Approved for Release:** March 26th 1987

**Circumstances:**

After conducting a thorough pre-flight inspection, the pilot prepared to ferry the aircraft to a maintenance organisation which was to perform a scheduled inspection. The aircraft performed normally until it reached a height of about 200 feet after take-off. At this point the engine lost a substantial amount of power and the pilot was committed to a forced landing. During the landing roll the aircraft collided with a fence and came to rest in the adjacent paddock. Initial inspection revealed that there was a serious leakage of fuel past the fuel filter bowl seal, and it was likely that air had entered the fuel system. The stirrup/clamp which held the filter bowl in place had been subjected to an unauthorised repair, which had probably reduced its overall strength. Fuel had been observed leaking from the filter bowl area several days previously, and it was possible that during the attempts to stop the leak, the stirrup had been incorrectly positioned. The fuel leak had not been drawn to the attention of a licenced engineer.