Aviation Safety Investigation Report 198900239

Cessna 182P

14 June 1989

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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.

Occurrence Number: 198900239 **Occurrence Type:** Accident
Location: Karratha Airport WA
Date: 14 June 1989 **Time:** 730
Highest Injury Level: Nil
Injuries:

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

Aircraft Details: Cessna 182P
Registration: VH-AOB
Serial Number: 18261772
Operation Type: Charter
Damage Level: Substantial
Departure Point: Karratha WA
Departure Time: 0730
Destination: Onslow WA

Approved for Release: 27 June 1989

Circumstances:

The aircraft's engine performed normally during the run up, taxi and take-off. At approximately 200 feet, after take-off, the engine failed completely. The pilot attempted to land the aircraft in the remaining runway length, however, the aircraft touched down in the overrun, entered a muddy area and overturned. The aircraft was last refuelled two days before the accident. Heavy rain had fallen during the two days and the pilot found a significant quantity of water in the aircraft fuel system during his pre-flight fuel check on the morning of the accident. The pilot drained fuel from the system until no water was present in the fuel sample. The pilot was not aware that it is possible for water to accumulate in the fuel tank and not be cleared by the fuel drain. Consequently he did not 'rock' the aircraft, during his preflight, to ensure that all the water was clear. An inspection of the aircraft fuel system, following the accident, disclosed that the engine had stopped because the fuel supply to the carburettor had become contaminated with water. The fuel tank cap on one tank had a defective seal. This accident was not the subject of an on scene investigation.

Significant Factors:

The following factors were considered relevant to the development of the accident

1. Unserviceable fuel tank cap seal.

2. The aircraft fuel system was contaminated with water. The pilot took all resonable precautions to ensure that the fuel system was clear of water.

3. The pilot was forced to carry out a landing on unsuitable terrain.

Reccomendations:

It is recommended that this accident be used to highlight the fact that aircraft parked on slopes or aircraft with a bladder type fuel tank can still have water in their fuel system even though the fuel drain check may indicate that the system is clear.