

**Aviation Safety Investigation Report
198702388**

Socata Aerospatiale TB10

25 February 1987

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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 CEO 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.

Occurrence Number: 198702388
Location: Luddenham NSW
Date: 25 February 1987
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident

Time: 1415

	Fatal	Serious	Minor	None
Crew	0	0	2	2
Ground	0	0	0	-
Passenger	0	0	0	0
Total	0	0	0	2

Aircraft Details: Socata Aerospatiale TB10
Registration: VH-JTJ
Serial Number:
Operation Type: Aerial Work (Dual Instruction)
Damage Level: Substantial
Departure Point: Bankstown NSW
Departure Time: 1415
Destination: Bankstown NSW

Approved for Release: April 30th 1987

Circumstances:

The student was receiving training in forced landing procedures. The first three exercises were completed without incident. At the end of the fourth approach to the selected paddock, the student applied full power and initiated a climb, intending to return to 3000 feet for a further exercise. However, when the aircraft had reached about 1700 feet, the engine lost power. The instructor took control, but was unable to gain any response from the engine. The aircraft was landed in a paddock, and collided with a fence some 200 metres from the point of touchdown. Examination of the aircraft revealed that one fuel tank was empty, while the other tank contained about 7 litres of usable fuel. The engine had lost power when the fuel in one tank was exhausted, and air evidently entered the system, preventing normal engine response when the instructor selected the opposite tank. No dipstick had been available and the instructor, who did not rely on the aircraft fuel gauges, had made an erroneous visual assessment of the fuel quantity prior to DEPARTURE. The aircraft had flown for more than 5 hours since the last refuelling.