

**Aviation Safety Investigation Report
198602321**

Fletcher FU 24

19 March 1986

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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.

This occurrence was not the subject of an on site investigation.

Occurrence Number: 198602321 **Occurrence Type:** Accident
Location: Enmore (25 km SE Armidale) NSW
Date: 19 March 1986 **Time:** 1025
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: Fletcher FU 24
Registration: VH-AFN
Serial Number:
Operation Type: Aerial Work (Agricultural Spreading)
Damage Level: Substantial
Departure Point: Enmore NSW
Departure Time: 1025
Destination: Enmore NSW

Approved for Release: May 15th 1986

Circumstances:

Before commencing the 17th spreading flight for the day, the pilot noted that one fuel tank indicated empty and the other indicated one quarter full. After a normal take-off and turn at about 150 feet above ground level, the engine lost all power. The pilot was committed to a landing in a small paddock with a downhill slope. Touchdown was made in light tailwind conditions, and during an attempt to turn the aircraft to lengthen the landing distance available, the left wing struck the ground. The aircraft partially ground looped, one tyre was rolled off its rim, and the aircraft came to rest within the confines of the paddock. The pilot then physically checked the fuel tank contents and found that only a few litres remained in one of the tanks, while the other was empty. The loss of engine power was caused by fuel starvation. The pilot had not previously flown the aircraft and was not aware of the time the aircraft had been flown since it had last been refuelled. He did not accurately determine the quantity of fuel in the aircraft prior to commencing the operation, nor did he have any method of determining the duration of the flight. He relied solely on the fuel gauges to determine the quantity of fuel in the aircraft.