

**Aviation Safety Investigation Report  
198800716**

**Cessna U206-G**

**16 May 1988**

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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](http://www.atsb.gov.au).**

**Occurrence Number:** 198800716  
**Location:** 10 km NE Cooinda NT  
**Date:** 16 May 1988  
**Highest Injury Level:** Minor  
**Injuries:**

**Occurrence Type:** Accident  
**Time:** 850

	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:** Cessna U206-G  
**Registration:** VH-UWT  
**Serial Number:** U20604014  
**Operation Type:** Aerial Work  
**Damage Level:** Substantial  
**Departure Point:** Cooinda NT  
**Departure Time:** 0846  
**Destination:** Jabiru NT

**Approved for Release:** October 28th 1988

#### **Circumstances:**

The pilot had refuelled the aircraft to full tanks the previous day and then flown a total of 1.6 hours. On the day of the accident he completed a flight from Darwin of 1.1 hours duration. Four minutes after leaving Cooinda, at an altitude of 1000 ft, the engine failed and the pilot's attempts to restart the engine were unsuccessful. A forced landing was attempted into a short clearing but the aircraft over-ran the clearing and collided with trees. Investigation established that the pilot used the left tank but mistakenly recorded flying on the right tank for 1.6 hours the previous day and used the left tank again for 1.1 hours on the trip to Cooinda. On-site investigation established that the intact left tank was empty and right tank, although leaking, contained a significant amount of fuel. Other evidence established that the fuel gauges were not serviceable and the pilot did not select the electric boost pump to ON after changing tanks in his attempt to restart the engine. A series of engine run tests carried out after the accident showed no fault with the engine, and that the engine would recover after fuel exhaustion on one tank if the electric boost pump was selected ON after changing tanks.

#### **Significant Factors:**

It was considered that the following factors were relevant to the development of this accident

- 1) Engine failed from fuel exhaustion
- 2) Inadequate fuel management
- 3) Pilot did not comply with emergency procedures
- 4) Failed to select electric boost pump after changing tanks

5) Forced to land in unsuitable terrain