

**Aviation Safety Investigation Report
199000105**

Cessna 150-G

15 October 1990

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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 final aircraft accident report has been prepared using information received during the limited investigation carried out by the Bureau of Air Safety Investigation.

Occurrence Number: 199000105 **Occurrence Type:** Accident
Location: 186 km NW of Meekatharra WA
Date: 15 October 1990 **Time:** 1230
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 150-G
Registration: VH-RXI
Serial Number: 15065163
Operation Type: Private
Damage Level: Substantial
Departure Point: Landor WA
Departure Time: 900
Destination: Landor WA

Approved for Release: 4th April 1991

Circumstances:

The pilot had commenced operations with full fuel tanks and was expecting a safe endurance of four hours. After three and a half hours the pilot was flying the aircraft in a right hand turn at 500 feet above ground level when the engine lost power, regained it momentarily and then stopped completely. The pilot rolled the wings level and commenced a forced landing approach. The aircraft touched down on a rocky ridge and collided with a number of trees. Twelve litres of fuel were drained from the right hand wing tank. The left hand wing tank was empty. The aircraft's capacity is 96 litres of which six litres are unusable. At normal fuel usage rates a safe endurance of 240 minutes can be expected. As the pilot was operating at medium power settings, with flap selected much of the time and the mixture selected to rich, the endurance achieved was probably correct. The most probable explanation for the engine malfunction is that the fuel feed lines were unported from the limited amount of fuel remaining in the right wing during the right hand turn. There was insufficient time for the engine to restart, once the wings were levelled, before the pilot had to land the aircraft.