

**Aviation Safety Investigation Report
198403554**

Cessna 150M

18 February 1984

Readers are advised that the Australian Transport Safety Bureau investigates for the sole purpose of enhancing transport safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purposes.

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.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the CEO of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

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: 198403554

Occurrence Type: Accident

Location: 2 km NE of Parafield SA

Date: 18 February 1984

Time: 1300

Highest Injury Level: Fatal

Injuries:

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

Aircraft Details: Cessna 150M

Registration: VH-BFA

Serial Number:

Operation Type: Ferry Flight

Damage Level: Destroyed

Departure Point: Griffith NSW

Departure Time: 1300

Destination: Parafield SA

Approved for Release: 17th October, 1984

Circumstances:

The pilot departed Toowoomba early on the same day to ferry the aircraft via refuelling stops at Walgett and Griffith. The flight evidently proceeded normally until the aircraft was on approach to land at Parafield. At this time the pilot advised that the engine was failing and shortly afterwards he reported that he was experiencing fuel problems and would attempt a forced landing. Control of the aircraft was subsequently lost and it crashed inverted into a suburban property. Inspection of the wreckage revealed that the engine had failed through fuel exhaustion. Fuel usage on the previous legs of the flight should have indicated to the pilot that the aircraft could not reach the destination with the mandatory fuel reserves. The pilot was known to be in a hurry to make an onward transport connection from Adelaide and he possibly allowed this to influence his decision to attempt the flight non-stop from Griffith. When the engine failed the aircraft was about 800 feet agl and there were no suitable forced landing areas within gliding distance. Control of the aircraft was then lost at too low a height to enable recovery before impact with the ground.