

**Aviation Safety Investigation Report
198404508**

Cessna 210N

29 September 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: 198404508 **Occurrence Type:** Accident
Location: 3 km West of Beverley Airfield WA
Date: 29 September 1984 **Time:** 1504
Highest Injury Level: Nil
Injuries:

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	5
Total	0	0	0	6

Aircraft Details: Cessna 210N
Registration: VH-AOI
Serial Number:
Operation Type: Air Trial
Damage Level: Substantial
Departure Point: Narrogin WA
Departure Time: 1504
Destination: Jandakot WA

Approved for Release: 24th June, 1985

Circumstances:

Prior to the first flight on the day the pilot inspected the fuel tanks of the aircraft and estimated they contained 225 litres of fuel. On that basis he planned a flight of 155 minutes duration. Approaching the second last turning point of the flight the engine stopped. The pilot selected the other fuel tank, power was restored and a diversion made to the nearest suitable airfield. On final approach to that airfield the engine stopped again. The aircraft was landed heavily in a paddock and the nose gear leg torn off. The aircraft had been parked on sloping ground which could account for the over-estimation of fuel contents. As the flight was conducted at 3000 feet, no attempt was made to lean the mixture although fuel consumption was increased 24 percent by running the engine at full rich mixture. Suitable forced landing areas were overflowed enroute to the diversion aerodrome because the pilot thought that the fuel gauge was in error. The aircraft stalled during an attempt to prolong the glide to a more suitable area.