

**Aviation Safety Investigation Report  
199702939**

**Cessna Aircraft Company  
Centurion**

**10 September 1997**

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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:** 199702939      **Occurrence Type:** Accident  
**Location:** 4km NNE Toowoomba, (ALA)  
**State:** QLD      **Inv Category:** 4  
**Date:** Wednesday 10 September 1997  
**Time:** 1526 hours      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Cessna Aircraft Company  
**Aircraft Model:** 210L  
**Aircraft Registration:** VH-TCI      **Serial Number:** 21060548  
**Type of Operation:** Non-commercial Business  
**Damage to Aircraft:** Substantial  
**Departure Point:** Boonah QLD  
**Departure Time:** 1500 EST  
**Destination:** Toowoomba QLD

**Crew Details:**

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	Private	380.0	400

**Approved for Release:** Friday, September 12, 1997

The pilot commenced a business trip to Boonah and return with 65 to 70 litres of fuel on board the aircraft. Approaching Toowoomba on the return flight, a landing gear down indication was not obtained. The pilot arranged for ground observers to inspect the landing gear while he overflew the airstrip, having pulled the landing gear pump circuit breaker. One pass was flown towards the east, followed by a reversal turn and an overfly towards the west. Conscious that the fuel was getting low, the pilot conducted a right turn with the intention of landing. Around this time the engine stopped. The pilot did not have time to select the other fuel tank, nor to reset the landing gear circuit breaker, as had been his intention prior to landing.

The aircraft was landed on a road but the left wing collided with a pole. The landing gear down light was reported to be on after the landing. Prior to undertaking the flight the pilot considered that about 45 litres of fuel would be used. He normally intended having about 30 minutes of fixed reserve, however he was pressed for time on this occasion and accepted less. The investigation found that the flight as conducted should have consumed about 67 litres of fuel. Only about three litres of fuel were recovered from the reservoir tanks after the landing. No fuel was found in the wing tanks.

