

**Aviation Safety Investigation Report
199500067**

**Piper Aircraft Corp
Tomahawk**

12 January 1995

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Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with Part 2A of the Air Navigation Act 1920.

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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.

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

Occurrence Number: 199500067 **Occurrence Type:** Accident
Location: 4km W Bankstown
State: NSW **Inv Category:** 4
Date: Thursday 12 January 1995
Time: 1600 hours **Time Zone** ESuT
Highest Injury Level: None

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-38-112
Aircraft Registration: VH-IPK **Serial Number:** 38-78A0234
Type of Operation: Instructional Dual
Damage to Aircraft: Substantial
Departure Point: Bankstown NSW
Departure Time: 1500 ESuT
Destination: Bankstown NSW

Crew Details:

| Role | Class of Licence | Hours on Type | Hours Total |
|------------------|-------------------------|--------------------------|--------------------|
| Pilot-In-Command | Commercial | 250.0 | 500 |

Approved for Release: Friday, May 12, 1995

Whilst returning from the training area after a period of dual instruction, the engine suddenly stopped. Engine failure cockpit checks, which reportedly included selecting the alternate fuel tank, failed to restore power. The pilot declared an emergency and turned the aircraft toward a racecourse, the only available area for a forced landing. The aircraft touched down safely but the nose landing gear leg failed due to the action of heavy braking on soft earth.

Subsequent investigation determined there was no fuel in the right fuel tank, although the left tank contained about 48 litres. The engine started and ran normally when the left tank was selected. The instructor pilot had failed to adequately monitor the rate of fuel usage from the right tank during the flight and the engine consequently stopped due to fuel exhaustion.