

**Aviation Safety Investigation Report
199501838**

**Cessna Aircraft Company
172C**

21 June 1995

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 Executive Director 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 Executive Director 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.

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: 199501838 **Occurrence Type:** Accident
Location: 75km N Jericho
State: QLD **Inv Category:** 4
Date: Wednesday 21 June 1995
Time: 1400 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 172C
Aircraft Registration: VH-CNQ **Serial Number:** 49018
Type of Operation: Miscellaneous Other
Damage to Aircraft: Substantial
Departure Point: Wirrallee Station QLD
Departure Time:
Destination: Eastlake Station QLD

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Student/Passenger	111.0	111

Approved for Release: Wednesday, July 5, 1995

The pilot reported that he had refuelled the aircraft to full tanks on the day prior to the accident. He intended to carry out some cattle spotting on the way to Eastmere where he intended to refuel. After circling some cattle he had headed for Eastmere and noticed that the right hand fuel gauge was indicating near empty. He then selected the left tank and shortly after the engine stopped.

The pilot reported that his only option was to attempt a landing, as he was at low altitude. During the landing the aircraft struck trees, the nosegear was torn off and the engine mounts were broken. The aircraft had been flown for approximately 4 hours since the last refuel. It was not determined whether the aircraft had run out of fuel or the fuel tank outlets had been uncovered, allowing air into the fuel system, during a turn.