

**Aviation Safety Investigation Report  
199501892**

**Cessna Aircraft Company  
U206G**

**26 June 1995**

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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).**

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:** 199501892      **Occurrence Type:** Accident  
**Location:** 22km NW Bankstown  
**State:** NSW      **Inv Category:** 4  
**Date:** Monday 26 June 1995  
**Time:** 1255 hours      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Cessna Aircraft Company  
**Aircraft Model:** U206G  
**Aircraft Registration:** VH-AZN      **Serial Number:** U20605964  
**Type of Operation:** Non-commercial Pleasure/Travel  
**Damage to Aircraft:** Substantial  
**Departure Point:** Bankstown NSW  
**Departure Time:** 1245 EST  
**Destination:** Mudgee NSW

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	Private	62.0	422

**Approved for Release:** Friday, July 7, 1995

The pilot reported that he visually checked both fuel tanks were full prior to departure. When established in cruise he noticed that both fuel quantity indicators were now showing about half full, and slowly decreasing. A check was made for obvious leaks, as the pilot thought he may have left the tank caps off. However, none were observed.

As the terrain he intended to fly over would be unsuitable for a forced landing the pilot elected to immediately land in a nearby field. The aircraft collided with a fence during the landing roll, damaging the right wing strut. After landing, both fuel tank caps were found locked and the fuel tanks were found to be almost full.

It was later determined that the alternator was not charging, and the battery had subsequently discharged in flight. As a result, the depleting battery voltage caused the fuel contents indications to decrease in flight.