

**Aviation Safety Investigation Report
199502780**

**Luscombe Aircraft Corp
8A**

25 August 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: 199502780 **Occurrence Type:** Accident
Location: 94km E Jandakot, Aerodrome
State: WA **Inv Category:** 4
Date: Friday 25 August 1995
Time: 0915 hours **Time Zone** WST
Highest Injury Level: None

Aircraft Manufacturer: Luscombe Aircraft Corp
Aircraft Model: 8A
Aircraft Registration: VH-HHQ **Serial Number:** 4365
Type of Operation: Miscellaneous Ferry
Damage to Aircraft: Substantial
Departure Point: Jandakot WA
Departure Time: 0830 WST
Destination: Southern Cross WA

Crew Details:

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	Private	8.0	80

Approved for Release: Tuesday, December 12, 1995

The pilot, who still had an area restriction anotated on his pilots licence, planned to ferry the aircraft to Kalgoorlie where he was going to pick up another pilot for the remainder of the flight to Melbourne. Prior to departure from Jandakot he checked the fuel tanks were full. On taxi out, with the left tank selected, the pilot observed fuel venting from the right wing tank. As a take-off clearance had already been given he elected to continue with the flight.

Whilst cruising at 2,500 ft the engine lost power. The pilot attempted to correct the situation by changing magneto settings but this failed to work. He then concentrated on completing a safe forced landing. As the aircraft touched down in a farm paddock two sheep ran towards the aircraft and collided with the landing gear. The pilot lost directional control and the landing gear collapsed.

The aircraft operations manual indicates that the right wing fuel tank must be selected for takeoff and until the contents reduce to one quarter full. If this is not done it is possible for the excess fuel, which is normally returned to the right tank, to be vented overboard; thus, reducing the range. The pilot had the left tank selected for takeoff and he observed fuel venting from the right wing. it is probable that the aircraft ran out of fuel because the pilot did not operate in accordance with the operations manual instructions. The pilot had limited experience on the aircraft type and was not aware of the fuel management requirements.