

**Aviation Safety Investigation Report  
199503382**

**Piper Aircraft Corp  
Archer**

**30 September 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:** 199503382

**Occurrence Type:** Accident

**Location:** 4km E Archerfield, Aerodrome

**State:** QLD

**Inv Category:** 4

**Date:** Saturday 30 September 1995

**Time:** 1430 hours

**Time Zone:** EST

**Highest Injury Level:** None

**Aircraft Manufacturer:** Piper Aircraft Corp

**Aircraft Model:** PA-28-180

**Aircraft Registration:** VH-PXB

**Serial Number:** 28-7405236

**Type of Operation:** Non-commercial Pleasure/Travel

**Damage to Aircraft:** Substantial

**Departure Point:** Archerfield

**Departure Time:**

**Destination:** Archerfield

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on</b>	
		<b>Type</b>	<b>Hours Total</b>
Pilot-In-Command	Student/Passenger	3.4	37

**Approved for Release:** Wednesday, January 24, 1996

The pilot had recently passed his General Flying Progress Test (GFPT), and on the day of the accident had completed a dual check on VH-PXB. He had subsequently made three local passenger carrying flights. During the fourth flight the pilot stated that, as the aircraft approached Archerfield circuit area, and shortly after he had changed the fuel selector from the right tank to the left tank, the engine lost power. The pilot decided to conduct an emergency landing on a road. During the landing roll, the left wing struck a sign post.

Both fuel tanks were drained after the accident and the left fuel tank yielded 18.5 litres and the right fuel tank 9 litres. The published unuseable quantity for each tank is 1 litre. This implies that adequate fuel was available for continued engine operation. However, the pilot reported that the flying conditions were turbulent at about the time he changed tanks and it is possible that air may have entered the fuel system while the right tank was selected. The engine was ground run after the aircraft had been recovered and functioned normally.

The reason for the loss of engine power was not determined.