

**Aviation Safety Investigation Report
199401647**

**Cessna Aircraft Company
172E**

23 June 1994

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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: 199401647 **Occurrence Type:** Accident
Location: 30km E Broome
State: WA **Inv Category:** 4
Date: Thursday 23 June 1994
Time: 1230 hours **Time Zone:** WST
Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 172E
Aircraft Registration: VH-DJI **Serial Number:** 17250860
Type of Operation: Non-commercial Aerial Application/Survey etc
Damage to Aircraft: Substantial
Departure Point: Roebuck Plains Station WA
Departure Time: 1230 WST
Destination: Broome WA

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Private	180.0	500

Approved for Release: Wednesday, August 31, 1994

The pilot was carrying out a fence inspection at 500 feet above ground level when the engine power reduced to idle. He changed the fuel tank selector to the fullest tank but there was no response from the engine. The pilot then closed and opened the throttle lever a number of times. This resulted in an increase to 1000 revolutions per minute but power again returned to idle when he stopped moving the throttle. As the aircraft was losing altitude the pilot discontinued his trouble shooting activities and attempted a forced landing in heavily timbered terrain. The aircraft struck a number of trees during the landing.

The only fault found during an inspection of the wreckage was a fuel tank vent line containing a wasps nest. Testing of the line indicated that the nest could move causing either a partial or full blockage. The vent outlet was covered with a piece of gauze to prevent this type of occurrence. The fuel tanks were fitted with vented fuel caps.

The reason for the loss of power was not determined.