

**Aviation Safety Investigation Report
199401647**

**Cessna Aircraft Company
172E**

23 June 1994

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: 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:

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 loosing 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.