

**Aviation Safety Investigation Report
199402637**

**Cessna Aircraft Company
Cardinal**

16 September 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.

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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: 199402637 **Occurrence Type:** Accident
Location: 18km NW Borroloola
State: NT **Inv Category:** 4
Date: Friday 16 September 1994
Time: 0935 hours **Time Zone** CST
Highest Injury Level: Minor
Injuries:

	Fatal	Serious	Minor	None	Total
Crew	0	0	1	0	1
Ground	0	0	0	0	0
Passenger	0	0	0	0	0
Total	0	0	1	0	1

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 177
Aircraft Registration: VH-DZE **Serial Number:** 17700183
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Substantial
Departure Point: Tindal NT
Departure Time: 0620 CST
Destination: Borroloola NT

Crew Details:

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	Private	68.0	164

Approved for Release: Thursday, February 8, 1996

During cruise the pilot stated that the aircraft had experienced stronger than expected headwinds so he allowed the left fuel tank to run dry in order to maximise endurance before changing to the right tank, the contents gauge of which indicated about 6 US gallons remaining.

A few minutes later the engine failed, and although the pilot performed all the necessary emergency procedures he was unable to restore power.

He made "Mayday" transmissions on the Area and CTAF frequencies, then looked for a clear area to carry out a forced landing. There being no suitable areas within gliding range he was committed to stalling the aircraft into the tree tops. The emergency locator beacon activated.

An investigation of the aircraft revealed there was no fuel in the left tank, and as the right tank had suffered damage at impact it was not possible to determine if there had been fuel in it prior to the accident. Fuel stains were noted behind both tank filler caps, indicating that some fuel syphoning may have occurred in flight.

