

**Aviation Safety Investigation Report
199403518**

**Cessna Aircraft Company
182A**

23 November 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:	199403518	Occurrence Type:	Accident
Location:	80km ESE Quilpie		
State:	QLD	Inv Category:	4
Date:	Wednesday 23 November 1994		
Time:	0840 hours	Time Zone	EST
Highest Injury Level:	None		

Aircraft Manufacturer:	Cessna Aircraft Company		
Aircraft Model:	182A		
Aircraft Registration:	VH-HME	Serial Number:	34722
Type of Operation:	Commercial Other		
Damage to Aircraft:	Substantial		
Departure Point:	Cowley Station QLD		
Departure Time:	0520 EST		
Destination:	Cowley Station QLD		

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Private	250.0	390

Approved for Release: Friday, March 8, 1996

The pilot had been engaged in sheep spotting and was returning to refuel when the engine lost power about 2km from the airstrip at a height of 500 feet. The aircraft was landed on a gravel road, but directional control was lost in the loose gravel and the wings contacted some low scrub. When the nosewheel was lowered to the ground, the aircraft veered to the left, and came to rest on the propeller spinner, the nosewheel, and the right wingtip.

The fuel tanks were subsequently drained on site and yielded approximately 45 litres of fuel from the right tank. The fuel had drained from the left tank to the right tank because of the aircraft's attitude. The pilot said he had been airborne for 3.5 hours and using the consumption rate of 45 litres per hour, had calculated that he should have had 48 litres of fuel remaining when the engine lost power. However he had not flown a Cessna 182A before, had not read the flight manual, and was unaware of the unuseable fuel quantity. He had been flying a later model which had less unuseable fuel.

The flight manual shows that the unuseable fuel quantity is 37.7 litres, and useable fuel quantity is 208 litres. The pilot stated that the fuel selector was selected to both tanks (left and right) for the duration of the flight. During the flight the aircraft was turned frequently and the direction of turn was predominantly to the left. This may have caused fuel to drain from the right wing to the left, and allowed air into the system when the quantity fell below the lowest useable level.