

**Aviation Safety Investigation Report
199301749**

**Cessna Aircraft Company
182A**

14 June 1993

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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: 199301749

Occurrence Type: Accident

Location: Winston Hills, 17km N Bankstown

State: NSW

Inv Category: 4

Date: Monday 14 June 1993

Time: 1253 hours

Time Zone EST

Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company

Aircraft Model: 182A

Aircraft Registration: VH-FMB

Serial Number: 34103

Type of Operation: Non-commercial Pleasure/Travel

Damage to Aircraft: Substantial

Departure Point: Baradine NSW

Departure Time: 1050 EST

Destination: Bankstown NSW

Crew Details:

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	Private	300.0	2000

Approved for Release: Thursday, August 12, 1993

The pilot had flown from Bankstown to Baradine and return on many occasions in VH-FMB. Prior to departure from Bankstown on the day before the accident, the aircraft's fuel tanks were filled to the maximum capacity of 285 litres. On arrival at Baradine the pilot added 50 litres of motor spirit. The aircraft was parked on the apron at Baradine airport.

The following morning the pilot visually checked the fuel contents but did not use a dip stick. During a water drain check, 5-6 cups of water were taken from the under-fuselage drain point.

The return flight proceeded normally until the aircraft was about 20 kms north of Bankstown airport. The engine then began to run intermittently, followed by a complete loss of power. At this time the fuel gauges indicated that about 1/4 of the fuel capacity in each tank remained. The pilot declared an emergency and conducted a forced landing on cleared land near Winston Hills shopping centre. During the landing roll the nose gear leg was torn from its mounting.

The loss of engine power was determined to be the result of fuel exhaustion. The pilot had calculated the fuel tanks should have contained 100 litres at the time of the power loss. He concluded that about 100 litres of fuel was removed from the aircraft whilst it was parked at Baradine overnight. The aircraft fuel gauges were evidently over reading.