

**Aviation Safety Investigation Report  
199300729**

**Cessna Aircraft Company  
Stationair**

**24 March 1993**

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](http://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:** 199300729                      **Occurrence Type:** Incident  
**Location:** Alice Springs  
**State:** SA    **Inv Category:** 4  
**Date:** Wednesday 24 March 1993  
**Time:** 1455 hours                              **Time Zone** CST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Cessna Aircraft Company  
**Aircraft Model:** U206F  
**Aircraft Registration:** VH-TZV                      **Serial Number:** U20602304  
**Type of Operation:** Miscellaneous Other  
**Damage to Aircraft:** Nil  
**Departure Point:** Willowra NT  
**Departure Time:** 1340 CST  
**Destination:** Alice Springs NT

**Approved for Release:** Monday, March 28, 1994

Prior to departure the pilot had calculated that there was sufficient fuel onboard for the flight. About 11km from Alice Springs aerodrome, with the left tank selected, the engine failed. The pilot selected the right tank, the engine restarted and the flight continued towards the field.

Shortly after the aircraft entered downwind for runway 06 at 3200 feet, about 4km from the aerodrome, the engine failed again. The pilot advised the tower controller that the aircraft "was out of fuel" and was cleared to land as required.

After the aircraft landed safely on runway 24, the pilot visually checked the tanks. The right tank appeared empty but there was 30-40 mm depth of fuel in the left tank. The left tank was selected and the engine started normally, the aircraft was then taxied to the parking area.

When the aircraft was refuelled 156 litres of fuel was added to the right tank and 122 litres to the left tank. Each tank holds 150 litres of useable fuel. All the fuel drains were checked by an engineer and were contaminated by dirt and water.