

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Reference No.
AS/712/1006

1. LOCATION OF OCCURRENCE

3 miles north of Tumbarumba, New South Wales.	Height a.m.s.l. (ft) 2000 feet	Date 17.1.71	Time (Local) 1410	Zone EST
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THE AIRCRAFT

Make and Model Transavia PL-12 Airtruk	Registration VH-TRJ	Certificate of Airworthiness	Valid from 10.2.67	Valid to 9.2.76
Registered Owner Hazair Agricultural Services (Albury) Pty. Ltd., P.O. Box 438, Albury, New South Wales.	Operator Hazair Agricultural Services (Albury), Pty. Ltd., P.O. Box 438, Albury, New South Wales.	Degree of damage to aircraft Substantial		
		Other property damaged Fence		

Defects discovered

Fatigue fracture of Continental 10-520A crankshaft between No. 2 main journal and No. 2 crankpin. The cause of the origin of the fatigue could not be determined.

3. THE FLIGHT

Last or intended departure point Agricultural Strip	Time of departure 1405	Next point of intended landing Point of Departure	Purpose of flight Superphosphate Spreading	Class of operation Aerial Work
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4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Robert Ian EASTICK	Pilot	31	Commercial	488	3426	Nil

5. OTHER PERSONS (All passengers and persons injured on ground)

Name	Status	Degree of injury	Name	Status	Degree of injury

CONTRAVENTIONS OF REGULATIONS AND ORDERS

Regulation or Order No.	Nature of contravention

7. RELEVANT EVENTS

The aircraft was being flown at 100 feet above the ground for the purpose of spreading superphosphate. The terrain was hilly and varied in nature from heavily timbered to open paddocks with scattered shade trees. The aircraft was on the last run of a sortie and the hopper load had been almost completely discharged when the engine suddenly ceased to develop power. The pilot gained what height was possible and made a brief check of the engine controls and instruments but he was unable to diagnose the cause of the engine failure. He searched for a place to land and realised that the only area offering a chance of success was to his right and slightly ahead, but very close. He selected full flap and made an approach but noticed, as he neared the field, that the speed was higher than normal for a glide approach. The touchdown was satisfactory but the pilot was unable to stop the aircraft before it ran through a fence and into a tree lined creek. The aircraft remained upright and there was no fire. The entrance door was distorted and jammed and the pilot evacuated the aircraft through the area of the broken windscreen. The total length of the field was 800 feet.

8. OPINION AS TO CAUSE

The cause of the accident was that the engine failed at low altitude and the pilot was compelled to land in an unsuitable area.

Report approved <i>D.S. Graham</i> (D.S. GRAHAM)	Designation Assistant Director-General (Air Safety Investigation)	Date 25.6.71
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