

**Aviation Safety Investigation Report  
199201747**

**Jodel, Societs Des Avions  
D11**

**02 May 1992**

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.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

**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).**

**Occurrence Number:** 199201747      **Occurrence Type:** Accident  
**Location:** Wedderburn, (ALA)  
**State:** NSW      **Inv Category:** 4  
**Date:** Saturday 02 May 1992  
**Time:** 1328 hours      **Time Zone:** EST  
**Highest Injury Level:** Fatal  
**Injuries:**

	Fatal	Serious	Minor	None	Total
Crew	1	0	0	0	1
Ground	0	0	0	0	0
Passenger	0	0	0	0	0
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>

**Aircraft Manufacturer:** Jodel, Societs Des Avions  
**Aircraft Model:** D11  
**Aircraft Registration:** VH-CKY      **Serial Number:** W21  
**Type of Operation:** Non-commercial Pleasure/Travel  
**Damage to Aircraft:** Destroyed  
**Departure Point:** Wedderburn NSW  
**Departure Time:** 1328 EST  
**Destination:** Wedderburn NSW

**Crew Details:**

		<b>Hours on</b>	
<b>Role</b>	<b>Class of Licence</b>	<b>Type</b>	<b>Hours Total</b>
Pilot-In-Command	Private	600.0	4420

**Approved for Release:** Monday, June 20, 1994

The aircraft was observed to taxi from its hangar to the southern end of the airstrip, turn onto the runway and start to taxi north. After taxiing a short distance the engine power increased and the aircraft took off to the north, becoming airborne about half way along the strip. At a height of about 150 feet, above the northern end of the strip, the engine was heard to stop and start again. The aircraft turned left with the engine running intermittently. Soon after, it was seen in a steep nose down attitude which continued until it descended into trees.

An investigation failed to determine the reason for the intermittent operation of the engine. No defects were found with the aircraft which were likely to have contributed to the accident.

The left turn was consistent with the pilot attempting to turn back to the airfield for a landing, after the engine malfunctioned at a critical stage of flight over heavily timbered terrain, with no suitable areas for a forced landing. During the turn the aircraft apparently stalled and entered a steep nose down attitude at a height which was insufficient for the pilot to regain control.

Significant factors:

The following factors were considered relevant to the development of this accident:

1. The engine malfunctioned at a critical stage of flight.
2. The aircraft was over terrain unsuitable for a safe forced landing.
3. The aircraft stalled during an attempted turnback with insufficient altitude for recovery.