

**Aviation Safety Investigation Report  
199002002**

**Ayres Thrush SR2-600**

**5 September 1990**

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Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the CEO 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).**

This accident was not formally investigated by the Bureau.

**Occurrence Number:** 199002002 **Occurrence Type:** Accident

**Location:** "Barra", 10 km west of Boomi NSW

**Date:** 5 September 1990 **Time:** 1315

**Highest Injury Level:** Nil

**Injuries:**

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

**Aircraft Details:** Ayres Thrush SR2-600

**Registration:** VH-DQN

**Serial Number:** 1811R

**Operation Type:** Aerial Work

**Damage Level:** Substantial

**Departure Point:** "Barra" NSW

**Departure Time:** 1314

**Destination:** "Barra" NSW

**Approved for Release:** 11th June 1991

**Circumstances:**

The aircraft was engaged in spreading fertiliser over a cotton crop, during which it was refueled to "almost full" with MOGAS from a bulk tank. More flights were made until, after flying for about 110 minutes, the engine lost power shortly after take off, at a height of about 100 feet. The loss of power was accompanied by a loss of fuel pressure. Attempts to restore fuel pressure using the hand pump were unsuccessful and the aircraft was landed in a wooded area beyond the end of the strip end. The engine, landing gear and fuel drains were torn out during the landing. The pilot suspected the engine had suffered fuel starvation due to contamination found in the bulk tank, which had not been used for the previous three months. No fuel remained on board after the accident as a result of fuel drain damage. The fuel filters were later found to be free of any significant contamination.