

1. LOCATION OF OCCURRENCE

Bankstown Airport, N.S.W.	Height a.m.s.l. (ft) 21 feet	Date 10.10.70	Time (Local) 1426	Zone EST
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2. THE AIRCRAFT

Make and Model Beechcraft A23A	Registration VH-DYR	Certificate of Airworthiness	Valid from 17.8.67	Valid to 16.8.76
Registered Owner McLeans Flying School Pty. Ltd., P.O. Box 289, Bankstown, N.S.W.	Operator McLeans Flying School Pty. Ltd., P.O. Box 289, Bankstown, N.S.W.	Degree of damage to aircraft Substantial		
		Other property damaged Nil		

Defects discovered

No. 2 and 3 fuel injector nozzles were found to be contaminated with foreign matter. The contaminant was not positively identified but appeared to be a small quantity of mud formed by an accumulation of dust particles.

3. THE FLIGHT

Last or intended departure point Bankstown	Time of departure 1424	Next point of intended landing Sydney	Purpose of flight Pleasure	Class of operation Private
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THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Stanley FOX	Pilot	46	Private	5	180	Nil

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

Name	Status	Degree of injury	Name	Status	Degree of injury
R. McMILLAN	Passenger	Nil	M. MOORE	Passenger	Minor
B.E. DWYER	Passenger	Nil			

6. RELEVANT EVENTS

The pilot planned a flight from Bankstown to Wollongong and return with landings at Sydney and Camden en route. After completing a pre-flight check, the pilot taxied the aircraft to the holding point for runway 05 where he performed pre take-off checks. He then obtained a clearance and commenced a take-off on runway 05.

The aircraft became airborne at between 45 and 50 knots I.A.S. after a ground run of normal length. The pilot held the aircraft down until the speed built up to 70 knots before climbing away. At a height of about 100 feet the aircraft ceased to climb and the airspeed began to decrease. The pilot maintained approximately 60 knots I.A.S. and checked the throttle control, mixture control and fuel selector, but the aircraft continued to descend slowly in a nose-high attitude. The pilot selected the flaps up just before the aircraft contacted the ground but did not close the throttle. The aircraft touched down in an open grassed area 500 feet beyond the airport fence and slightly to the left of the extended centre line of the runway. The nose landing gear was torn off as the aircraft ran across a ditch 30 feet after touching down. The aircraft slewed to the left through 150 degrees, both main landing gears collapsed, and the aircraft came to rest in a level attitude 114 feet from the point of touchdown.

7. OPINION AS TO CAUSE

The cause of the accident was that the engine lost power during the initial climb after take-off. The loss of power was probably the result of a partial blockage of two fuel injector nozzles.

Report released

(D.S. GRAHAM)

Designation
Assistant Director-General
(Air Safety Investigation)

Date

18.4.72