GOVERNMENT OF AUSTRALIA DEPARTMENT OF TRANSPORT

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Publication of this report is authorised by the Secretary under the provisions of Air Navigation Regulations 283 (1)

Reference No. AS/742/1055

1. LOCATION OF OCCURRENCE

	Height a.m.s.l.	Date	Time (Local)	Zone
Near Coffs Harbour Aerodrome, New South Wales	10 feet	23.10.74	1244 hours	EST

2. THE AIRCRAFT

Make and Model	Registration	Certificate of Airworthiness
Beech A23/24	VH-DDA	Valid from 19.9.67 to 18.9.76

Certificate of Registration issued to	Operator	Degree of damage to aircraft
J.L. Langan Pty. Ltd., 59 Tuffy Avenue, Sans Souci, N.S.W.	J.L. Langan, 59 Tuffy Avenue, Sans Souci, N.S.W.	Destroyed Other property damaged Nil

Defects discovered

-

3. THE FLIGHT

Last or intended departure point	Time of departure	Next point of intended landing	Purpose of flight	Class of operation
Coffs Harbour	1242 hours	Bankstown	Travel	Private

4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
John Leslie LANGAN	Pilot	62	Private	300	1500	Serious

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

Name	Status	Degree of Injury	Name	Status	Degree of injury

6. RELEVANT EVENTS

The aircraft took off from Runway 10 at Coffs Harbour and commenced to climb in an easterly direction. At an altitude of about 300 feet, there was an abnormal engine noise and the pilot commenced a left hand turn with the intention of returning for a landing. Very shortly after the turn was commenced a substantial reduction of engine power occurred and, in preparation for a forced landing, the pilot discontinued the turn and headed towards what he believed to be a clear area. The pilot raised the nose of the aircraft as it descended and eventually crashed into trees situated some 400 metres east-north-east of the upwind end of the runway from which it departed.

A detailed examination of the aircraft wreckage, including the engine, was carried out. It was found that all the main engine bearing shells exhibited evidence of fretting on the outer surfaces as a result of micro-movement within the crankcase halves and, at some considerable operating time prior to the accident, bearing metal pick-up had occurred in the rear half of the front main bearing. It is unlikely that the condition of the bearings would have resulted in any significant resistance to engine rotation.

7. OPINION AS TO CAUSE

The cause of the accident was a substantial loss of engine power in a position from which a successful forced landing was unlikely. The reason for the loss of engine power has not been determined.

Approved for publication		Date
	(I.M. Leslie) Delegate of the Secretary	16.12.1976