

**Aviation Safety Investigation Report
198401421**

Ayres S2R-600 "Thrush"

15 November 1984

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 CEO 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 CEO 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.

Occurrence Number: 198401421

Occurrence Type: Accident

Location: 63 km Northeast Moree NSW

Date: 15 November 1984

Time: 0710 (aprx)

Highest Injury Level: Nil

Injuries:

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	0
Total	0	0	0	1

Aircraft Details: Ayres S2R-600 "Thrush"

Registration: VH-WBW

Serial Number:

Operation Type: Agricultural Spraying

Damage Level: Substantial

Departure Point: Boggabilla NSW

Departure Time: 0710 (aprx)

Destination: Boggabilla NSW

Approved for Release: 22nd March, 1985

Circumstances:

During spraying operations the engine began to run very roughly and lost a considerable amount of power. The pilot considered that insufficient power remained to permit him to divert to a suitable landing area and he attempted to land straight ahead. Towards the end of the landing roll the aircraft struck a contour bank and the right landing gear collapsed. The cause of the power loss could not be positively identified, but was probably related to excessive spark plug fouling.