

**Aviation Safety Investigation Report  
198702458**

**Birdman Chinook WT 2S**

**24 May 1987**

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.

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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 subject to an on scene investigation.

**Occurrence Number:** 198702458

**Occurrence Type:** Accident

**Location:** Maroota NSW

**Date:** 24 May 1987

**Time:** 0814 approx

**Highest Injury Level:** Nil

**Injuries:**

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>

**Aircraft Details:** Birdman Chinook WT 2S

**Registration:** Not Registered

**Serial Number:**

**Operation Type:** Miscellaneous (Sport Aviation)

**Damage Level:** Substantial

**Departure Point:** Maroota NSW

**Departure Time:** 0814 approx

**Destination:** Maroota NSW

**Approved for Release:** 16 July 1987

**Circumstances:**

During the takeoff run the engine developed a maximum of about 5800 rpm, almost 1000 rpm lower than expected. The aircraft became airborne, but did not achieve the climb performance necessary to clear trees along the takeoff path. The observer called to the pilot that he was assuming control, closed the throttle and turned off the fuel and ignition systems. The aircraft collided with the trees and fell to the ground. No mechanical defect was subsequently found with the engine or systems of the aircraft. A number of reports have been received concerning induction icing in this type of engine, in which there is no provision for directing warm air to the carburettor. It was considered likely that induction icing occurred on this occasion. The pilot had not abandoned the takeoff attempt when the loss of power became apparent.