

**Aviation Safety Investigation Report
198401428**

**North American Rockwell Ayers
Thrush S2-R**

2 December 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: 198401428
Location: Mungindi NSW
Date: 2 December 1984
Highest Injury Level: Fatal
Injuries:

Occurrence Type: Accident

Time: 0240 (Aprx)

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

Aircraft Details: North American Rockwell
Ayers Thrush S2-R
Registration: VH-JBN
Serial Number:
Operation Type: Agricultural Ferry
Damage Level: Destroyed
Departure Point: "Iolanthe" Property, 50 km
of ESE Mungindi NSW
Departure Time: 0240(Aprx)
Destination: Mungindi NSW

Approved for Release: 27th August, 1985

Circumstances:

At the conclusion of night spraying operations the pilot departed for Mungindi. Witnesses at the town saw the aircraft overflying at a low height and heading towards the aerodrome, which is about 7 kilometres from the town. Engine noise was then heard to cease and sounds of impact followed. The aircraft had struck the ground 5 kilometres from the aerodrome, and a post-impact fire had engulfed the wreckage. No fault could be found with the aircraft or its systems that could have contributed to the accident. Specialist medical opinion indicated that the pilot had suffered a heart attack before the fire occurred. It was not possible to determine to what extent, if any, the pilot was able to control the aircraft prior to impact.