

**Aviation Safety Investigation Report  
198401401**

**Grumman AA-5**

**3 February 1984**

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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).**

**Occurrence Number:** 198401401  
**Location:** Jaspers Brush NSW  
**Date:** 3 February 1984  
**Highest Injury Level:** Nil  
**Injuries:**

**Occurrence Type:** Accident

**Time:** N/A

	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:** Grumman AA-5  
**Registration:** VH-ESC  
**Serial Number:**  
**Operation Type:** Private Pleasure  
**Damage Level:** Substantial  
**Departure Point:** N/A  
**Departure Time:** N/A  
**Destination:** Albury NSW

**Approved for Release:** 12th April, 1985

**Circumstances:**

Just prior to lift-off from the private airstrip the pilot stated that the engine misfired. He elected to abandon the take-off and veered the aircraft to the left to avoid a stand of trees just beyond the upwind end of the strip. The aircraft could not be stopped before colliding with the side boundary fence. Investigation revealed that the probable cause of the engine misfiring was lead fouling of one or more of the spark plugs.