

**Aviation Safety Investigation Report
199001970**

Rand KR-2

24 February 1990

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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.

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.

This accident was not formally investigated by the Bureau.

Occurrence Number: 199001970 **Occurrence Type:** Accident
Location: Coffs Harbour NSW
Date: 24 February 1990 **Time:** 930
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: Rand KR-2
Registration: VH-KRG
Serial Number: Q18
Operation Type: Private
Damage Level: Substantial
Departure Point: Coffs Harbour NSW
Departure Time: 0900
Destination: Armidale NSW

Approved for Release: 10th September 1990

Circumstances:

About twenty minutes after DEPARTURE, the pilot advised Coffs Tower he was returning after observing a reduced engine oil pressure indication. Soon after, he reported oil fumes in the cockpit and requested a priority landing from a straight in approach to runway 03. The aircraft touched down heavily on the left main and tail wheel, collapsing the main landing gear and shattering the wooden propeller. The pilot reported the oil leak had emanated from an incorrectly assembled firewall fitting on the oil line to the oil pressure indicator. That fitting had been installed prior to the present owner purchasing the aircraft. The main gear is normally held in the locked down position by two mechanical latches. When the aircraft touched down heavily on the left wheel, one mechanical latch had slipped from the locked position. The other latch had not engaged due to misrigging.