

Aviation Safety Investigation Report
198401427

Victa 100

1 December 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.

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: 198401427 **Occurrence Type:** Accident
Location: 20 km North of Chillingham NSW
Date: 1 December 1984 **Time:** 1010
Highest Injury Level: Minor
Injuries:

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

Aircraft Details: Victa 100
Registration: VH-BNV
Serial Number:
Operation Type: Private Travel
Damage Level: Substantial
Departure Point: Surfers Gardens QLD
Departure Time: 1010
Destination: Casino NSW

Approved for Release: 17th September, 1985

Circumstances:

The pilot had recently purchased the aircraft and intended taking it to his local aerodrome. About 20 minutes after DEPARTURE the engine suddenly lost all power and the pilot was committed to a landing on unsuitable terrain. On landing the nose and left main wheels were torn off and, the left wing main spar was broken. When inspecting the aircraft after it had come to rest, the pilot discovered a loose connection in the fuel line on the inlet side of the fuel filter bowl. The aircraft had stood disused at the DEPARTURE ALA for about two years and the pilot conducted a detailed pre-flight inspection and a test flight before DEPARTURE. The maintenance release was not readily available prior to DEPARTURE, but its inspection subsequent to the accident indicated that no maintenance inspections had been conducted on the aircraft during the previous 27 months.