

## 1. LOCATION OF OCCURRENCE

22 miles south west of Mundubbera, Queensland.	Height a.m.s.l. (ft) 1000 feet	Date 5.10.69	Time (Local) 1250	Zone EST
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## 2. THE AIRCRAFT

Make and Model Meta Sokol L40	Registration VH-DUT	Certificate of Airworthiness	Valid from 28.1.66	Valid to 27.1.75
Registered Owner [REDACTED]	Operator [REDACTED]	Degree of damage to aircraft Substantial		
		Other property damaged Nil		
Defects discovered Fuel injection priming pipe to No. 3 cylinder cracked near injector pump end. Washers on all priming nozzles incorrectly installed. Oil seal for starboard magneto drive failed.				

## 3. THE FLIGHT

Last or intended departure point Roma	Time of departure 1132	Next point of intended landing Maryborough	Purpose of flight Air Racing	Class of operation Private
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## 4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
[REDACTED]	Pilot	46	Commercial	40	1200	Nil

## 5. OTHER PERSONS (All passengers and persons injured on ground)

Name	Status	Degree of injury	Name	Status	Degree of injury
[REDACTED]	Passenger	Nil			
[REDACTED]	Passenger	Nil			

## 6. CONTRAVENTIONS OF REGULATIONS AND ORDERS

Regulation or Order No.	Nature of contravention

## 7. RELEVANT EVENTS

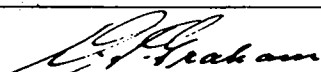
Whilst cruising in level flight the engine, without warning, commenced to vibrate severely. Engine instrumentation remained normal and a magneto check was satisfactory. The vibration increased rapidly to such a degree that the pilot had no alternative but to close the throttle fully and carry out a forced landing. The aircraft was over very rough terrain and the only field available was 1,580 feet in length with trees to 70 feet high at one end and to 20 feet high at the other. The approach was made towards the taller timber, with the wheels down and half flap in a cross wind of about 10 knots from the left. After touching down the pilot realized that the aircraft would overrun the available area and he immediately initiated a turn to the right. Because of the speed and the rough surface, the aircraft skidded sideways and the undercarriage collapsed.

The aircraft performance chart indicates that an actual distance of 1,740 feet is required to stop the aircraft from a height of 50 feet when using full flap under the conditions existing at the time of the landing.

## 8. OPINION AS TO CAUSE

The cause of the accident was that following an engine malfunction the pilot was compelled to land the aircraft on an unsuitable area. The engine malfunction was probably the result of defects in the fuel injection system.

Report approved



(D.S. GRAHAM)

Designation

Assistant Director-General  
(Air Safety Investigation)

Date

4.2.1971