

**Aviation Safety Investigation Report
199701094**

**Air Tractor Inc
AT-301**

03 April 1997

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 Executive Director 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 Executive Director 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.

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

Occurrence Number:	199701094	Occurrence Type:	Accident
Location:	"Stirling", 25km SW Goondiwindi, Aerodrome	Inv Category:	4
State:	NSW	Time Zone	EST
Date:	Thursday 03 April 1997		
Time:	1545 hours		
Highest Injury Level:	None		

Aircraft Manufacturer:	Air Tractor Inc		
Aircraft Model:	AT-301		
Aircraft Registration:	VH-ODM	Serial Number:	301-0237
Type of Operation:	Commercial Aerial Agriculture - Other		
Damage to Aircraft:	Substantial		
Departure Point:	"Newstead", Boggabilla NSW		
Departure Time:	1540 EST		
Destination:	"Newstead", Boggabilla NSW		

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Commercial	1500.0	5907

Approved for Release: Friday, May 30, 1997

Following the takeoff with 850 L of chemical for another spray task, the engine began to vibrate and lose power. The pilot dumped the load and conducted a forced landing into a paddock about 4 km from the departure airstrip. During the landing one main landing gear leg was torn off, the wings were creased, and the propeller was bent rearwards. After an examination of the engine the pilot found that the number 6 cylinder had cracked between the spark plug holes.