

**Aviation Safety Investigation Report  
199701398**

**Amateur Built Aircraft  
Dragonfly**

**26 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.

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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).**

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:** 199701398                      **Occurrence Type:** Accident  
**Location:** 15km SW Seymour  
**State:** VIC    **Inv Category:** 4  
**Date:** Saturday 26 April 1997  
**Time:** 1600 hours                                      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Amateur Built Aircraft  
**Aircraft Model:** Dragonfly  
**Aircraft Registration:** VH-HVE                      **Serial Number:** V160  
**Type of Operation:** Miscellaneous Test  
**Damage to Aircraft:** Substantial  
**Departure Point:** Mangalore Vic  
**Departure Time:**  
**Destination:** Moorabbin Vic

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command		25.0	1500

**Approved for Release:** Friday, May 2, 1997

The pilot reported that during cruise at 2,300 ft the engine gradually lost power until he was committed to a forced landing. During the forced landing the aircraft flew through the tops of 40 ft trees and then under a powerline. The aircraft then hit and killed two sheep, ran through a depression, became airborne again and finally hit the ground heavily before coming to a stop.

The engine is a sealed rotary liquid cooled unit which can only be dismantled at the manufacturer's facility in England. A post accident inspection revealed a coolant hose had detached from the water pump but it could not be determined if this initiated the engine failure or was a result of the accident. Traces of internal seal material were found in the exhaust system so it is possible that a seal failure initiated the engine failure. The owner does not intend to return the engine to the manufacturer for dismantling.