

**Aviation Safety Investigation Report  
199600874**

**Ayres Corp  
S2R**

**19 March 1996**

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](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:** 199600874                      **Occurrence Type:** Accident  
**Location:** 3km SW Pittsworth  
**State:** QLD                      **Inv Category:** 4  
**Date:** Tuesday 19 March 1996  
**Time:** 0830 hours                      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Ayres Corp  
**Aircraft Model:** S2R  
**Aircraft Registration:** VH-WBV                      **Serial Number:** 2529R  
**Type of Operation:** Miscellaneous Ferry  
**Damage to Aircraft:** Substantial  
**Departure Point:** Pittsworth QLD  
**Departure Time:** 0725 EST  
**Destination:** Pittsworth QLD

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	Commercial	1500.0	19800

**Approved for Release:** Monday, July 22, 1996

During a long final approach to the strip, the engine began to run rough. When the engine power dropped to idle the pilot elected to carry out a forced landing in a paddock. During the landing roll the aircraft ran through a fence and a ditch.

Examination of the engine by an engineering workshop did not find any defects.