

**Aviation Safety Investigation Report
199603087**

**Centrum Naukowo-Produkcyjne-PZL
Dromedar**

19 August 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.

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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.

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: 199603087 **Occurrence Type:** Accident
Location: 80km SE Mullewa, (ALA)
State: WA **Inv Category:** 4
Date: Monday 19 August 1996
Time: 1000 hours **Time Zone** WST
Highest Injury Level: None

Aircraft Manufacturer: Centrum Naukowo-Produkcyjne-PZL
Aircraft Model: M-18A
Aircraft Registration: VH-NID **Serial Number:** IZ025-20
Type of Operation: Commercial Aerial Agriculture/Baiting
Damage to Aircraft: Substantial
Departure Point: 80 km SE Mullewa WA
Departure Time: 0900 WST
Destination: 80 km SE Mullewa WA

Crew Details:

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	ATPL	43.0	5000

Approved for Release: Thursday, November 21, 1996

The pilot reported that he had been concerned about the performance of the aircraft's brakes and, following the first flight for the day, he had checked the pads for wear. They appeared to be serviceable with as much as 10 mm of pad material remaining. During the landing roll following the second flight, the aircraft yawed to the left. Corrective action using rudder and brake had no affect and aircraft continued to yaw to the left until it departed the 15 m-wide flight strip and collided with a fence and tree.

A technical investigation disclosed that the brake system was fitted with spacing washers designed to prevent the brake pads being worn down to their backing plates. This prevented damage to the brake discs. The spacing washers were set so that around 10 mm of the pads remained when the brakes reached their maximum wear limit. The operator and pilot were not aware of this limitation and assumed from the amount of pad material remaining that the brakes were still serviceable. When the pilot applied the brakes to prevent the aircraft yaw, movement was restricted by the spacing washers and he was unable to obtain effective braking.