

**Aviation Safety Investigation Report
199603317**

**Piper Aircraft Corp
Pawnee Brave**

11 October 1996

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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: 199603317 **Occurrence Type:** Accident
Location: 60 km north of Port Lincoln
State: SA **Inv Category:** 4
Date: Friday 11 October 1996
Time: 1700 hours **Time Zone** CST
Highest Injury Level: None

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-36-285
Aircraft Registration: VH-BQD **Serial Number:** 36-7560104
Type of Operation: Commercial Aerial Agriculture - Other
Damage to Aircraft: Substantial
Departure Point:
Departure Time: 1645 CST
Destination:

Crew Details:

Role	Class of Licence	Hours on Type Hours Total
Pilot-In-Command		17590

Approved for Release: Monday, December 9, 1996

The pilot reported that while spraying a crop in a scrubby paddock, the engine lost power during a pull-up manoeuvre over a scrub line. There was no suitable landing area ahead so the pilot turned left through 100 deg in an attempt to reach a suitable clear area. He dumped the load to clear a fence but the angle of approach into the clearing was encroaching on another fence line running in approximately the same direction as the intended landing direction. This required a shallow right turn which was still being completed at touchdown. This resulted in the right wing spray boom catching in the crop which in turn resulted in a ground loop and left main landing gear collapse.

The maintenance engineer who recovered the aircraft, advised that the engine operated normally when test run. The aircraft is fitted with two fuel tanks, one in each wing. The tanks feed into a common sump and the fuel selector only has two positions - ON or OFF. One tank contained 28 lt of fuel and the other one was empty. The tank vent line for the tank containing fuel was found to be blocked by a wasp's nest. Normally the two tanks would feed evenly to the common sump but the blocked vent line probably prevented this from occurring and in turn starved the engine of fuel.