

**Aviation Safety Investigation Report
199603906**

**Piper Aircraft Corp
Pawnee**

28 November 1996

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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: 199603906 **Occurrence Type:** Accident
Location: 19km S Anakie
State: VIC **Inv Category:** 4
Date: Thursday 28 November 1996
Time: 1145 hours **Time Zone** ESuT
Highest Injury Level: None

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-25-235
Aircraft Registration: VH-SSP **Serial Number:** 25-7656104
Type of Operation: Commercial Aerial Agriculture - Other
Damage to Aircraft: Substantial
Departure Point: 10 NM S Anakie Vic
Departure Time:
Destination: 10 NM S Anakie Vic

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Commercial	694.0	1337

Approved for Release: Wednesday, December 18, 1996

The aircraft was involved in spraying operations. The pilot reported that at the end of the third load for the day, while pulling out of the final spray run and banking to the right, the engine failed suddenly and completely. The pilot rolled the wings level and flew towards a farm track at an oblique angle. While slewing the aircraft around to the left to align it with the track, the left wing hit a wire fence. This slewed the aircraft further to the left where it ran into another fence and nosed forward hitting the propeller on the ground.

When the aircraft was inspected after the accident, there was only half a litre of fuel drained from the entire fuel system. The flight time since the last refuel was consistent with fuel exhaustion. After the accident, the engine was started and ran normally.