

**Aviation Safety Investigation Report
199500840**

**Air Tractor Inc
Airtractor**

22 March 1995

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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: 199500840 **Occurrence Type:** Accident
Location: 3km S Theodore
State: QLD **Inv Category:** 4
Date: Wednesday 22 March 1995
Time: 1720 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Air Tractor Inc
Aircraft Model: AT-401
Aircraft Registration: VH-ODS **Serial Number:** 0695
Type of Operation: Commercial Aerial Agriculture/Baiting
Damage to Aircraft: Substantial
Departure Point: Theodore QLD
Departure Time: 1710 EST
Destination: Theodore QLD

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Commercial	300.0	10000

Approved for Release: Wednesday, June 5, 1996

During an aerial agricultural flight the engine began to lose power. The pilot observed a low oil pressure indication before the engine suddenly seized. During the subsequent forced landing, the pilot attempted to extend the glide in order to avoid trees. However, the aircraft stalled at a height of about 30ft and landed heavily on the left main landing gear, which then collapsed.

An inspection revealed that two top cylinders of the radial engine had failed, and there was no significant oil left in the engine. The engine had accumulated only 10 minutes flight time since major maintenance had been carried out, during which a top cylinder had been changed. It was later found that the oil sump plug was loose. It was apparent that the engine oil had leaked from the engine, which had then seized. The LAME who performed the engine repair was apparently distracted by other events and had failed to tighten the sump plug.