

**Aviation Safety Investigation Report
199501767**

**Amateur Built Aircraft
Acro Sport 2**

13 June 1995

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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: 199501767	Occurrence Type: Accident
Location: 22km ESE Lismore, Aerodrome	
State: NSW	Inv Category: 4
Date: Tuesday 13 June 1995	
Time: 1130 hours	Time Zone: EST
Highest Injury Level: None	

Aircraft Manufacturer: Amateur Built Aircraft	
Aircraft Model: ACRO SPORT I	
Aircraft Registration: VH-MTD	Serial Number: Q065
Type of Operation: Non-commercial Pleasure/Travel	
Damage to Aircraft: Substantial	
Departure Point: LISMORE	
Departure Time:	
Destination: LISMORE	

Crew Details:

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	Private	21.0	243

Approved for Release: Wednesday, June 21, 1995

The pilot stated that he departed Lismore at approximately 1030 hours for a flight to Evans Head. He carried out two touch and go landings at Evans Head before departing for the return flight to Lismore. At about 1115 when the aircraft was cruising at 1500 feet, the engine lost power and began surging. The pilot said he selected full rich mixture, applied full carburettor heat and gave two strokes on the fuel wobble pump at which time complete engine failure occurred. During this time the aircraft had descended to 1000 feet and the pilot selected a paddock and began an approach at 70 knots.

After flaring slightly to clear 20 metre high trees at the paddock boundary a soft touchdown was made at about 50 knots. The pilot said he had deviated slightly from his chosen path between scattered trees as forward visibility in the aircraft when on the ground is almost nil. Approximately 40 metres after touchdown the right upper wing clipped a tree spinning the aircraft clockwise. The right lower wing and aileron contacted the ground during the rotation. After vacating the aircraft the pilot noticed flames in the rear of the engine and under the fuselage. The flames were extinguished with water from a nearby cattle trough.

Examination of the engine revealed that the gascolator bowl retaining clip had partially separated allowing the glass sleeve to become dislodged, and this had caused fuel starvation.