

**Aviation Safety Investigation Report  
199502300**

**Beech Aircraft Corp  
Sundowner**

**23 July 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](http://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:** 199502300      **Occurrence Type:** Accident  
**Location:** Rose Hill Racecourse  
**State:** NSW      **Inv Category:** 4  
**Date:** Sunday 23 July 1995  
**Time:** 1320 hours      **Time Zone:** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Beech Aircraft Corp  
**Aircraft Model:** C23  
**Aircraft Registration:** VH-UMK      **Serial Number:** M-1931  
**Type of Operation:** Commercial      Other  
**Damage to Aircraft:** Substantial  
**Departure Point:** Hoxton Park NSW  
**Departure Time:**  
**Destination:** Cessnock NSW

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	Commercial	750.0	3000

**Approved for Release:** Monday, August 28, 1995

Whilst transiting the lane of entry outbound to Cessnock the pilot reported that the engine started to vibrate. The aircraft was turned onto a reciprocal heading to return to Hoxton Park but the engine began to run roughly. The use of carburettor heat had no effect, and engine RPM began to decrease. The pilot elected to carry out a forced landing on a race course, but during the landing roll the aircraft collided with a barrier fence.

Investigation later revealed that all spark plugs were in poor condition, with heavy erosion to the centre electrodes indicating considerable operating time. Both plugs in number 1 cylinder had broken ceramics and the electrode gaps were closed. One plug in number 4 cylinder was fouled with lead. An engine run later confirmed that the inlet valves in number 3 and 4 cylinders were also sticking.