

**Aviation Safety Investigation Report  
199402931**

**Viking Aircraft Ltd  
Dragonfly**

**12 October 1994**

Readers are advised that the Australian Transport Safety Bureau investigates for the sole purpose of enhancing transport safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purposes.

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](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:** 199402931                      **Occurrence Type:** Accident  
**Location:** 10km E Orbost  
**State:** VIC                                              **Inv Category:** 4  
**Date:** Wednesday 12 October 1994  
**Time:** 1431 hours                                      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Viking Aircraft Ltd  
**Aircraft Model:** Dragonfly  
**Aircraft Registration:** VH-NDF                      **Serial Number:** V80  
**Type of Operation:** Non-commercial Pleasure/Travel  
**Damage to Aircraft:** Substantial  
**Departure Point:** Bairnsdale VIC  
**Departure Time:**  
**Destination:** Merimbula VIC

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	Private	95.0	150

**Approved for Release:** Friday, October 14, 1994

While cruising at 2500 feet in visual conditions, the propeller suddenly detached from the engine. Because his radio had not been working well, the pilot quickly made an emergency call from his mobile telephone to the police emergency number. He then concentrated on making a forced landing onto a country road. During the landing roll, the aircraft hit a dirt bank which resulted in substantial damage. An inspection of the aircraft after the accident revealed a broken crankshaft which was the reason the propeller had detached from the engine.