

**Aviation Safety Investigation Report
199403215**

**Piper Aircraft Corp
Pawnee Brave**

18 October 1994

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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: 199403215 **Occurrence Type:** Accident
Location: 22km SE Griffith
State: NSW **Inv Category:** 4
Date: Tuesday 18 October 1994
Time: 1000 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-36-300
Aircraft Registration: VH-FUE **Serial Number:** 36-7760067
Type of Operation: Commercial Aerial Agriculture - Other
Damage to Aircraft: Substantial
Departure Point: Griffith NSW
Departure Time: 0918 EST
Destination: Griffith NSW

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Commercial	87.4	367

Approved for Release: Tuesday, November 7, 1995

The pilot refuelled the aircraft to full tanks on the evening prior to the accident. The aircraft remained parked at Griffith aerodrome overnight.

The next day, the pilot completed two tasks of 0.8 hours each. He then conferred with his chief pilot, about the fuel endurance of the aircraft, before commencing another 0.8 hour task.

After a flight time of 0.7 hours, while completing the "clean-up" run, the engine stopped. The pilot completed the emergency checks but was unable to restore engine power. He was then faced with a forced landing in a rice paddock. During the landing roll, the aircraft struck a dirt bank which bent the landing gear and damaged the fuselage and hopper.

The pilot was familiar with the fuel usage rate of the aircraft and planned on a rate of 100 litres per hour. The fuel capacity of the aircraft was 328 litres and at the expected usage rate should have allowed an endurance in excess of three hours. The pilot believes that the aircraft was tampered with overnight. The fuel contents were not checked prior to departure that morning.