

**Aviation Safety Investigation Report  
199403807**

**North American Aviation Inc  
Trojan**

**17 December 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:** 199403807                      **Occurrence Type:** Accident  
**Location:** 2km E Williamtown  
**State:** NSW                      **Inv Category:** 4  
**Date:** Saturday 17 December 1994  
**Time:** 1502 hours                      **Time Zone**                      ESuT  
**Highest Injury Level:** None

**Aircraft Manufacturer:** North American Aviation Inc  
**Aircraft Model:** T-28D  
**Aircraft Registration:** VH-XVT                      **Serial Number:** 50-273  
**Type of Operation:** Non-commercial Pleasure/Travel  
**Damage to Aircraft:** Substantial  
**Departure Point:** Williamtown NSW  
**Departure Time:** 1500 ESuT  
**Destination:** Williamtown NSW

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	Commercial	30.0	3500

**Approved for Release:** Monday, January 8, 1996

The pilot reported that the engine lost power at a height of about 500 ft, shortly after takeoff. As he was unable to return to the runway he carried out a forced landing in an open area. During the landing roll the nosewheel entered a ditch and the aircraft overturned. The pilot was able to exit the aircraft without injury.

No defects were found which were likely to have contributed to the loss of power. The engine ran normally during subsequent ground testing.