Aviation Safety Investigation Report 199300819

Air Tractor Inc AT-301

19 March 1993

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199300819

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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.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

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.

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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: 199300819 **Occurrence Type:** Incident
Location: Coleambally
State: NSW **Inv Category:** 4
Date: Friday 19 March 1993
Time: 0800 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Air Tractor Inc
Aircraft Model: AT-301
Aircraft Registration: VH-JFA **Serial Number:** 301-0622
Type of Operation: Commercial Aerial Agriculture - Other
Damage to Aircraft: Nil
Departure Point: Coleambally NSW
Departure Time: 0745 EST
Destination: Griffith NSW

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Commercial	2.0	954

Approved for Release: Monday, August 30, 1993

During agricultural operations, one propeller blade moved to coarse pitch while the aircraft was flying at a height of 50 feet. Power was reduced, the load dumped and the pilot carried out a forced landing in a nearby paddock.

Investigation revealed that one counterweight roller bearing shaft had failed in fatigue across the split-pin hole. The split-pin hole is drilled close to where the bearing shaft exits the hub flange. The hub has now been modified to locate the split-pin in the threaded section at the opposite end of the shaft.