

Accident-Incident Summaries 2014

Date	Aircraft	Location	Time	Summary	Investigation Outcomes	Time (Pilot)
3-Jan-14	Flight Design CTMC	Narromine (YNRM), N.S.W.		Vertical stabiliser mounting bolts (front) found to be loose and installed back-to-front (sans washer) - during scheduled 100 hrly service. Australian importer notified. TTAF: 300	Manufacturer informed and corrective action taken by L2 to refasten the vertical stabiliser. Manufacturer checked and supplied new bolts to be installed iaw the flight design specifications. After assembly a duplicate inspection will be done and signed for in aircraft log. This error was identified prior to becoming serious.	
3-Jan-14	Skyfox CA-25 Gazelle	Goulburn (YGLB), N.S.W.	1230	Pilot reported rough running during engine ground run up. Flight terminated. Engine TT: Engine TTSOH: 20	L2 Investigated and found circlip in carby was faulty/ broken (metering needle dropped into main jet). Carburettor circlip failure/ section of the circlip could have moved into cylinder but FOD certainly did go into cylinder.	TT: TT on Type (Dual): 4.6 TT on Type (Solo): 582.9
5-Jan-14	Pioneer 300	Tumbarumba, N.S.W.	700	PIC left the aircraft unattended with engine idling, and brakes set, so as remove a fence from runway. Aircraft began rolling, then gathering speed quickly. Being unable to re-enter the cockpit (canopy was closed), PIC hung on to the tail, before being flung off. Aircraft then ran down an embankment before hitting a tree and farm machinery. Damage- extensive.	Pilot sent letter reminding of reporting requirements. No further action required.	TT: TT on Type (Dual): 15 TT on Type (Solo): 417
9-Jan-14	Zenith CH750	Bendigo(YBDG)	1700	Whilst Taxiing the pilot became distracted and the port wing impacted an obstacle 100mm inboard from tip.	Minor damage was repaired by owner/builder. This is a reminder that the flight starts at propeller start for all flight activities.	TT:190 TT(On Type):
9-Jan-14	Jabiru J120	Corryong (YCRG), N.S.W.	1100	During intermediate NAVEX stop. Instructor noticed engine slicks along cowling. Subsequently discovered that the engine through bolt on cylinders 3 and 4 had failed. Engine TT: 826.7 Engine TTSOH:	Engine sent to Manufacturers for further investigation for through bolt failings. Through bolts were replaced as required by a prior Jabiru Service Directive. Issues in regard to through bolts of a lesser dimensions than the holes in the cylinder base flanges may be an issue.	TT: TT on Type (Dual): TT on Type (Solo):
12-Jan-14	Fly Synthesis Texan TC	Tooradin (YTDN) VIC.	1430	On departure from Tooradin at approximately 1800 ft AGL, the pilot switched on the port tank effectively enabling both tanks. Commencing a left turn the engine stopped immediately. Emergency procedures were enacted by pilot enabling a full restart and return to the airfield with no further incident. Further investigation by qualified personnel revealed no fault found in the fuel system or insufficient fuel on board. Investigations continuing.	Manufacturer reviewing engine failure. Nil further action required.,	TT:66.8 TT:7.6(On Type)Dual TT:1.6 Solo
13-Jan-14	Jabiru J170	Archerfield (YBAF), Qld.	625	Engine rough running experienced during dual instruction. Instructor took over and during return flight, engine ran rough another 3 to 4 times (albeit, briefly). Engine TT: >1332.6 Engine TTSOH:	Fault could not be reproduced on ground, all plugs replaced, ignition coils replaced. Ground run and test flight were without problems. A/c flown approx. 12 hrs since with no problems. Reason for blanket change and no individual fault finding was a/c required - L3 suspects plugs as coils usually fail completely.	TT: >1294.8 TT on Type (Dual): TT on Type (Solo):

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13-Jan-14	Jabiru J170C	Archerfield (YBAF), Qld.	1150	Aircraft began running roughly soon after departure on a training flight. Condition continued for approx. 2 minutes. Instructor took over and landed uneventfully. Engine TT: >976 Engine TTSOH:	Ground run was unable to reproduce fault and suspect intermittent sticky valve. Heads removed and valves checked and cleaned. Ground runs C/Out aircraft test flown - Suspected Avgas is possibly the cause and Maintainer indicated they were going to try Mogos.	TT: TT on Type (Dual): TT on Type (Solo):
19-Jan-14	Jabiru J230	Moonta Bay, SA.	1315	On a local area flight, the pilot of a J230 Jabiru landed at a close proximity strip to visit friends and reported all operations normal in this flight leg. On departure at approximately 1200 ft AGL the motor began to run rough, running rough and losing power and then failed. The pilot carried out make safe procedure and carried out a successful forced landing at the departing airfield.	The problem was a dropped valve with the head of a valve broken off and destroyed the piston, resulting in the engine stoppage. Maintenance required to rectify defect. PIC has had trouble with the engine - engine was converted from Hydraulic to solid lifters. The engine has run hot and had to be repaired some time prior to the failure. One or more pistons were replaced, but no valves. It seems the cause of the heat problem (high egt's) was a leak at the plenum where the carby is attached, allowing air in, leaning some cylinders and resulting in high temps.	TT:869.3 TT:322.3(On Type) TT:322.3 Solo
19-Jan-14	Jabiru J160D	Moorabbin (YMMB), Vic.	1800	PIC inadvertently infringed active runway 22, following landing on 17L	Referred to CFI to conduct flight instruction with PIC.	TT: 260.9 TT on Type (Dual): 73.4 TT on Type (Solo): 111.9
10-Jan-14	Piper L-4H	"Mala" via Dubbo, N.S.W.	1100	During take-off roll for circuit training student (who hadn't flown for a few weeks) over-corrected initial yaw. Instructor's attempts to correct were resisted despite calling several times to take over. During this exchange starboard wing impacted the ground causing aircraft to flip on its back. Engine TT: 4479 Engine TTSOH: 268.8	Referred to CFI to conduct flight instruction with Student.	TT: TT on Type (Dual): TT on Type (Solo): 115
1-Feb-14	Skyfox CA25 Gazelle	Temora (YTEM), N.S.W.	910	Engine note changed abruptly, in-flight, to a loud vibrating sound. PIC discovered, after landing, that the front starboard exhaust stud had completely detached from its flange.	Stud resecured and all studs checked. Nil defect evident.	TT: TT on Type (Dual): 27.1 TT on Type (Solo): 17.6
2-Feb-14	Jabiru J170	Jacobs Well (YHEC), Qld.	800	Instructor and pilot inadvertently referenced wrong runway (viz. "10") in their broadcasts, when they were actually operating from runway 28. No other circuit traffic operating at the time.	Runway misidentification only. No further action	TT: TT on Type (Dual): TT on Type (Solo): 100

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7-Feb-14	Jabiru J230	30 NM NW Wollongong (YWOL), N.S.W.	1020	Pilot and instructor detected burning insulation smell during cruise. RPM gauge then found to be non-operational, with voltmeter indicating 11.8 V. All other indications were normal and the flight was concluded uneventfully. Regulator, and alternator wiring subsequently found to have been damaged by high current.	L2 assessment was engine alternator wiring burnt out, engine voltage regulator burnt out and voltage regulator wiring harness damaged by high current. Believed to be a short in the alternator stator coils as the iron cores have fairly sharp corners or the regulator itself. The stator is being rewired as a spare and maintenance conducted to rectify problem.	TT: TT on Type (Dual): TT on Type (Solo):
8-Feb-14	Jabiru J120C	Lethbridge(YLED)	1130	During taxiing on a rough surface the J120C bounced lifting its nose wheel and causing the centre shaft of the nose leg assembly to detach therefore allowing the nose leg to collapse and subsequently causing a prop strike.	Investigations by LAME and subsequent repairs revealed the retaining bolt through the sleeve and centre pin was missing, a search of the area did not recover the items. Minor Prop Damage and Broken/Missing bolt were replaced.	TTIS:474 TTSO:24 TT(PIC):90
8-Feb-14	Jabiru J400	Wyalkatchem (YWKM), W.A.	1200	PIC landed with a right-side quartering cross-wind of between 10 - 12 knots. Just after touch-down the starboard wing lifted abruptly, causing the port wing - then propeller - to both contact the ground. Aircraft then began yawing before full control was regained. Nil injuries.	Discussion with pilot on roll out procedures and re configuration and control usage post landing. No further actions taken.	TT: TT on Type (Dual): 184 TT on Type (Solo): 328
9-Feb-14	ICP Savannah VG	"Drifter Inn" Private LA, Villeneuve, QLD	1130	On final approach to a private LA, the pilot identified a crosswind on the narrow strip but late in the landing phase he was distracted by a flock of birds. The distraction led to a loss of control in relation to runway alignment and in an attempted missed approach the aircraft failed to climb and impacted a boundary fence causing damage to the undercarriage and further airframe damage.	Pilots are reminded that in any landing phase concentration and good situational awareness is paramount- particularly at unfamiliar airfields or approved landing areas.	TT(PIC) 59 hrs
9-Feb-14	Jabiru J170	Bankstown (YSBK), N.S.W.	1700	Port tyre deflated after student completed crosswind landing (aircraft being non-aligned at touch-down). Engine TT: Engine TTSOH:	Student preformed an acceptable cross wind landing but did not have aircraft perfectly aligned with runway. Student conducting further training.	TT: TT on Type (Dual): 10 TT on Type (Solo): 400
10-Feb-14	Foxbat A22LS	Busselton (YBLN), W.A.	830	Directional control was lost at touchdown, while landing into a quartering 15 knot crosswind. A gust caused the into wind wing to rise, with the pilot unable to regain directional control before it had veered off the runway. Nose wheel collapsed, resulting in prop and wing strike.	No further action required.	TT: TT on Type (Dual): 45 TT on Type (Solo): 52
13-Feb-14	ICP Savannah XL	Kingaroy, (YKRY) QLD.	830	At the completion of a successful landing the Savannah pilot failed to maintain directional control of the aircraft, departing the runway surface whilst applying brakes, impacting the wing and propeller tip	CFI was requested to review braking operations with student.	TT:13.1 TT:13.1(On Type) TT:0.2 Solo

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15-Feb-14	Foxbat A22LS	Moorabbin (YMMB), Vic.	1530	Nose wheel impacted heavily during normal (speed) landing into 15 knot quartering crosswind. Nose wheel yoke bent by impact, resulting also in prop strike. Aircraft departed runway. Nil injuries.	Instructor was temporarily removed from aircraft operation by CFI and further type training was conducted.	TT: 267.7 TT on Type (Dual): 144.4 TT on Type (Solo): 123.3
15-Feb-14	Aeroprakt Foxbat	Moorabbin(YMMB)	1530	On a cleared final approach at Moorabbin 17R, the PIC landed and allowed the nose wheel to impact heavily occasioning damage to the nose wheel and striking the propeller. The aircraft then left the runway coming to rest. while conducting circuits in light (5 knots), quartering winds, student encountered a gust - during hold-off - which caused the into-wind wing to rise. As the student was slow to correct the drift the instructor intervened, but was unable to prevent heavy landing on port mainwheel, causing undercarriage strut to collapse. Trike then skewed off runway. Prop destroyed, and engine and gearbox possibly also damaged. Nil injuries.	Instructor was temporarily removed from aircraft operation by CFI and further type training was conducted. Further ongoing review with CFI has indicated appropriate development for his position.	TT:267.7 TT(On Type):123.3(Stat ed)
16-Feb-14	Airborne XT912	Caboolture (YCAB), Qld.	745	During a training flight the Jabiru J160 pilot operating in Bankstown(YSBK) airspace had just reported inbound at Prospect VFR reporting point when the engine began to run roughly. The aircraft converted available energy to height and requested clearance but was denied but successfully negotiated a landing on 11L.	A subsequent CFI renewal explored instructing operations in these areas with focus on decision points and conditions.	TT: TT on Type (Dual): TT on Type (Solo): 1250
21-Feb-14	Jabiru J160C	Bankstown YSBK) NSW	950	During a training flight the Jabiru J160 pilot operating in Bankstown(YSBK) airspace had just reported inbound at Prospect VFR reporting point when the engine began to run roughly. The aircraft converted available energy to height and requested clearance but was denied but successfully negotiated a landing on 11L.	No known distress call was initiated.	TTTS:1752 TTSOH:1043 TTSM:6.8 TT: 389.6 TT on Type (Dual): 4.5 TT on Type (Solo): 82.5
22-Feb-14	Pioneer 300	Kerang (YKER), Vic.	1020	Passenger became air sick and began vomiting while PIC was established in the circuit for landing. This distracted the PIC from extending the landing gear, resulting in a wheels-up landing.	PIC was counselled on factors leading to his distraction on landing and appropriate measures are in place to avoid future occurrences.	TT: > 217 TT on Type (Dual): TT on Type (Solo):
22-Feb-14	Fly Synthesis Storch 500	Sunbury(YPEF) VIC	1300	On a supervised solo session, the student pilot bounced the aircraft in the landing phase of flight and reportedly impacted his head on the aircraft internal structure becoming temporarily unconscious. The resulting uncontrolled flight ended with the aircraft coming to rest inverted with substantial damage to airframe and propulsion system. The pilot was able to exit the aircraft unassisted and no further injuries were reported.	The pilot was debriefed by the CFI and subsequent actions were undertaken regarding remedial training in an associated Flight Training Facility audit conducted immediately afterwards by Operations. Pilots are further reminded of the requirement to ensure appropriate harness restraint in all aircraft particularly where minimal clearance is available from internal airframe structures.	TT(PIC) Solo: 7 Dual:70

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23-Feb-14	Jabiru J230C	Myrtleford, Vic.	1445	Landed in tail-wind 1 - 2 metres short of threshold, hitting a flood mitigation channel. Impact caused aircraft to bounce to the left of runway and hit a permanent irrigation spray. PIC attempted go-around however, prop was damaged by sprayer and aircraft stalled. Left wing struck the ground causing aircraft to swing 180 degrees. Minor lacerations. Damage extensive.	Direction to discontinue use of this or similar aircraft performance types on the reduced available private LA. Referred for remedial training on approach techniques and decision making at next BFR.	TT: TT on Type (Dual): 0.5 TT on Type (Solo): 125
27-Feb-14	Tecnam P92 Eaglet	Redcliffe(YRED) Qld	1420	On rollout from landing the pilot began to clear the operating runway and the nose wheel collapsed, impacting the propeller. The aircraft was made safe and cleared from the taxi way. The pilot advised the landing was not hard and that taxi speeds were appropriate.	Owner advised that there has been no reports of heavy landings however the nose wheel fork assembly and anchor plates have signs of fatigue under painted areas. Manufacturer contacted to ensure components shall be replaced before further use. It is recommended that the Tecnam Eaglet owners remove the nose wheel to allow access to thoroughly inspect wheel forks for signs of fatigue at next service.	TT:2100 TT: Dual on Type:10 Solo on type>500
27-Feb-14	Tecnam P92 Echo	Caboolture (YCAB) Qld.	645	On a daily inspection of this training Tecnam, the brake actuation pressure could not be achieved. Further L2 investigation revealed a weld fracture in the park/handbrake actuator arm that required repair.	Authorised repairs were conducted prior to further flight.	TTIS:3237 TTSO:64
1-Mar-14	Evektor Sportstar	Caloundra (YCDR) Qld	845	Whilst conducting training circuits at YCDR, the instructor observed an aircraft believed to be operating on a tangent runway in close proximity of 100-200m horizontally. Evasive action was taken by the instructor with no further incident.	The reporting pilot believed the other GA aircraft was involved in some competition aerial "bombing" operations at the time. Referred to SASAO for further investigation.	TT(PIC) 310
2-Mar-14	Jabiru SK2200	Wivenhoe Dam QLD	1445	On the return leg of a 235nm navigation flight the aircraft engine failed due to fuel starvation. The pilot performed an emergency landing in a grazing paddock, refuelled and successfully completed flight.	Investigations confirmed engine failure due fuel exhaustion. The pilot had not taken into consideration amended winds on one leg of the flight or failed to apply calculated fuel consumption for landings performed and/or the unverified winds on leg 2 of the flight. Pilot has been referred for remedial ground training in flight planning and monitoring.	TT:146.9 TT(on type):23.5
4-Mar-14	Cessna Skycatcher C162	Archerfield (YBAF), Qld	1510	On downwind the pilot's LH door opened unexpectedly, shattering Perspex in that door only. The pilot called for immediate clearance to land and landed without further incident. The pilot was familiar with locking system for door and confirmed check was done prior to take-off to his recollection. Report referred for technical assessment of door assembly and locking procedure	Technical referral confirmed door A/D had been complied with and pilot confirmed correct locking checks IAW Procedures walk around.	TT:24.7 TT:3.7 (on type) TT: 3.4 (Solo)

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8-Mar-14	Colyear Freedom S100	Warwick(YBWK) QLD	1100	On roll out from a successful landing the Colyear Freedom S100 floatplane, came to rest on the nose assembly and was not able to be taxied. The aircraft was parked without further incident. Subsequent investigation found the nose wheel was missing. Further investigation identified the retaining nut holding the axle assembly in place had fallen off allowing the wheel to disengage from the axle. Technical assessment of axle securing integrity are being investigated.	On inspection of a/c it was found that the right hand stainless steel screw was missing completely with no damage to the thread of the axle. The opposite screw in the axle appeared to be locked into place with thread retaining compound. Right hand bolt would have been prone to unscrewing itself due to the rotation of the wheel and the standard thread of the screw.	TT(PIC) 1400 TTIS:45
9-Mar-14	Jabiru J120C	Polo Flat (YPFT) NSW	1050	On the 5th circuit of a training flight the instructor observed a change in engine note and corresponding drop in oil pressure. Aircraft was landed normally and later inspection revealed a fractured through bolt on No1 cylinder. The reporting pilot advised this was the second through bolt failure in the previous 5 hours of operation, engine repair work had been previously conducted by factory.	Engine returned to manufacturer for inspection and rectification work.	TT:PIC >20,000 hrs TTIS:(Eng) 885hrs TTSO: 5.1
10-Mar-14	Jabiru J 160	Riddles Creek (YRID) VIC	825	While taxiing across grass, the right wing was picked up by the wind and tipped the a/c forward until propeller hit the ground with engine at idle and left wing sitting on ground.	Pilots are reminded of taxiing considerations in strong winds and aerodynamic control practices to minimise ground events	TT(PIC): 281.5
10-Mar-14	Fisher Celebrity	Tyabb (YTYA), Vic.	930	The pilot was arriving at an air show at a site he was unfamiliar with. Assessing stronger conditions he planned his approach for a closer final and realised he was too high/fast. Due to traffic density the pilot persisted with the approach overshooting the runway and colliding with a boundary fence damaging the aircraft in the process before coming to rest across an adjacent road. The pilot was not injured but aircraft damage was substantial.	Pilot analysis confirmed his approach was inappropriate and a flight review has been requested in addition to a medical assessment.	TT: >904.3 TT on Type (Dual): TT on Type (Solo):
14-Mar-14	Zenith CH701	Chesneyvale, VIC	930	On second landing attempt of new aircraft at a wind sheltered airfield the PIC lost control in pitching plane during flare due to perceived wind gusts and impacted the nose leg of the aircraft eventually rolling over inverted with resultant damage extending to wing, tail assembly and fuselage.	Pilot requested to undertake further training on type and with respect to understanding of micro meteorology. Nose-wheel endorsement also to be completed.	TT: >36.3 TT on Type (Dual): 8.9 TT on Type (Solo):2.0

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19-Mar-14	Skyfox Industries Skyfox Gazelle	Goulburn(YGLB), NSW.	N/A	Whilst performing a engine ground run on a rotax powered Skyfox , an abnormal loss of power was observed. On inspection the left hand Carburettor cir clip had snapped on the metering needle allowing the needle to fall and block the main jet. It was reported that a similar incident had occurred previously to the opposite carburettor shortly after maintenance overhaul work.	L2 confirmed engine overhauled and is maintained law Rotax maintenance manuals. Noted previous RH circlip failure at ETSO 27.5 hrs has a log book entry along with other rectifications. Manufacturer confirmed both clips and needle are replaced at engine overhaul - this is the only occurrence of this fault they have encounter. It was reported to the Manufacturer that the needles were bent which they cannot explain.	TTIS:1466 TTSO:50
23-Mar-14	Jabiru J170C	Tooradin (YTDN) Vic.	1515	The pilot approached the runway with a view to perform a short field landing, reportedly approaching at 55kts but flared early and was unable to recover the resulting stall, resulting in a hard landing with reported serious airframe damage.	Short field operations should only be conducted where required or if practiced with appropriate training especially in relation to aircraft type. Recognition of sink rate and the resultant actions required before impact is imperative if operating close to Vs.in short field or any operations in the landing phase.	TT(PIC):25.9 TT(On Type)140.0
29-Mar-14	Jabiru J200	Blackwater(YBTR), Qld	N/A	The pilot executed a flight to Blackwater(YBTR)Qld and failed to obtain appropriate information and prior permission(PPR) or Notam's for the AD which was closed at the time. The aircraft was additionally parked at the AD for an unapproved 3 week period.	The pilot confirmed his failure to act appropriately in this and previous incidents and has been given a temporary suspension and directed for retraining in Flight planning and general operations.	TT:50.2 TT(Dual) TT(Solo)
30-Mar-14	Jabiru J230D	Hindmarsh Is.(SA)	12.45	On the second attempt following a bounced landing the Jabiru aircraft touched down but directional control was not able to be maintained by the PIC, the accompanying passenger/Instructor took control but was not able to slow the aircraft sufficiently due to reportedly non exist braking performance and chose to ground loop the aircraft to avoid over running the available landing area.	Post flight inspection revealed separated and damaged starboard brake callipers and linings and consequential damage to tyre and spat on the same leg.	TT(PIC):112.5 TT(On Type): 4.4(PIC)
1-Apr-14	Aeroprakt Foxbat	Wedderburn (YWBN),NSW	1100	Recent approval from a consulting CPT candidate departed Wedderburn ALA for Cessnock with a substandard flight plan and secondary GPS plan. Unaware of his 25nm restriction and not holding an appropriate Cross Country endorsement, the pilot departed and climbed into active restricted airspace where a PC9 was operating, further to this the pilot observed heavy RPT traffic and continued to climb into overlying Class C CTA. Numerous attempts by ATC to identify the aircraft were unsuccessful and Loss of separation assurance(LOSA) occurred between the offending Foxbat and a QANTAS flight. The pilot continued the flight returning later with a request to call ATC.	Subsequent actions by Operations have seen an immediate suspension placed on the offending pilot, with request for retraining and following issue of Show Cause, a suspension of 3 months was enacted .	TT:111.0 TT(Dual):1.0 TT(Solo):7.5

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5-Apr-14	Sonex	Ingham(YIGM) Qld.	1130	The pilot was conducting a post purchase flight of the Sonex aircraft from Innisfail to Alpha in QLD and diverted to Ingham due weather. On approach and landing the pilot lost control of the aircraft in reported strong crosswind conditions, stalling the aircraft and impacting heavily. The pilot was hospitalised with suspected minor spinal injuries.	The pilot was not current with BFR or appropriate endorsements despite opportunity for training and currency offered and following a show cause process was suspended for 3 months with request for currency and endorsement training required to be fulfilled prior to further flights.	TT:29.3 TT(dual) TT(solo) TT(type) 1.5
9-Apr-14	Jabiru J230D	Mittagong(YMIG)	1200	During a flight over Mittagong,NSW. the pilot noticed the engine began to run roughly and reduced power and performed a successful forced landing at YMIG AD.	Preliminary inspection revealed No1 cylinder exhaust valve retainer collapsed resulting in valve failure.	TTIS:1339 TTSO: 509 TTSM:9 TT(PIC):258
11-Apr-14	Cessna 162	Brisbane (YBBN) QLD	825	Misunderstood position therefore CTA limits as well. Having thought would remain in Class A airspace proceeded to climb to 2600ft, conducted a right turn before descending 1500ft and returning to YBAF.	Reviewed training supervision & Flight briefing requirements with CFI	
12-Apr-14	Hughes Lightwing GR912	Townsville, Nth Qld	1130	At 12NM from final destination airport engine in a/c had a sudden vibration emanated from the engine area. PIC selected carb load and selected both tanks; fuel boost pump on with no change in vibrations. Engine RPMs were reduced with slight reduction of vibration level and a/c levelled at 5000ft with reduced RPMs until destination airport where a precautionary approach and landing were carried out.	De-lamination of the LE propeller tape was identified as the cause	TT(PIC): 1602 TT(Type):850 TTIS:802
19-Apr-14	Fly Products Flash	Gloucester, NSW	930	During landing at a powered parachute competition, the pilot was conducting a glide approach with the engine off for a spot landing event and lost control due to reported local wind changes in the final phase of the approach. The aircraft veered into an adjacent spectator area and subsequently impacted a caravan awning causing serious injury to a spectator requiring hospitalisation. The pilot was not injured..	Subsequent to investigation Operations mentored the PIC regarding engine off operations as outlined in the RA-Aus Operations Manual Section 3.04-44. Pilots are reminded engine off operations offer significant risk of injury in certain circumstances and are recommended not to be conducted without supervision of a CFI under controlled conditions for training purposes or in an emergency.	TT(PIC):180 TT(on Type) 163
19-Apr-14	Avid Flyer Mk4	Scone(YSCO) NSW	1000	On second test flight of the amateur built Avid Flyer the engine failed as aircraft turned downwind. An attempted restart was only partially successful and the resultant forced landing resulted in damage to the aircraft undercarriage and empennage.	Technical investigations revealed that the fuel flow sensor used had an orifice size insufficient for fuel demand for engine configuration. On initial test flight sufficient fuel was available from catch tank. No post fuel flow checks were conducted following sensor installation. Rectified.	TTIS:0.5 TTSOH:0.5 TT(PIC): 2030

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19-Apr-14	Jabiru J120C	VIC	N/A	On a routine pre flight inspection it was found that no end-play, at propeller, existed. It was also more difficult to pull the propeller through its normal four full revolutions to check cylinders compression. A decision was made to remove engine and personally transport it to Jabiru factory at Bundaberg. On complete strip down, in the engine workshop, it was clearly visible that fretting of the engine cases had occurred	A factory re-built engine was purchased and re-installed back in Victoria only to be found, after 13 hrs, to be leaking oil from the base of both front cylinders. This engine was also removed and shipped back to manufacturer and a brand new engine was purchased and re-installed. So far this engine has 11 hours on it and will be closely monitored.	TTIS: 555 TTSO(New):13
20-Apr-14	Envol PPC(Homebuilt)	Private LA, Eudunda SA	1300	PIC states that he had no intention of taking off and was setting A/C to take photos required by RA-Aus registration. After ground set-up PIC taxied just enough to get the parachute to kite (to check alignment). The parachute kited above A/C and a strong whirlwind struck from the right. It lifted the steering wheel and PIC lost steering. The gust lifted PIC and forced the craft to drag on PIC left. PIC cut power and the gust was so powerful it dragged the PIC across the paddock towards a tree. The A/C was unable to stop as there are no brakes and the seat belt restrained the PIC. PIC states there were no signs of thermal activity. PIC suffered broken neck.	Operations solicited the report via a formal request and confirmed that both pilot and aircraft were unauthorised for use at the time. The pilot was requested to re validate membership, registration and currency prior to any further intention to fly.	TT(PIC):160 TT(Type):60
21-Apr-14	Airborne Edge X Classic	Yarrawonga(YYWG) VIC	1200	On departure from upwind leg the 2 stroke rotax suffered a complete engine failure. The pilot successfully landed the trike in a suitable paddock adjacent the airfield with no damage or injury.	The engine was completely stripped down and overhauled by the importer where a seized piston was discovered. The carburettors were not sent as part of the overhaul and Tech advises all 2 stroke operators of the importance of correct tuning of 2 stroke fuel delivery systems for safe and robust engine operations.	TTIS:678 TTSO:116 TT(PIC):110
23-Apr-14	Jabiru J160C	Wollongong(YWOL)	1500	During circuit training abnormal engine indications were heard and observed so PIC elected to reduce power and perform a modified circuit and subsequently a successful landing.	Follow up inspection revealed oil leaks and failure of through bolt on No4 cylinder. Engine returned to manufacturer for inspection and rectification work.	TTIS:605hrs TTSM: 5 hrs TT(PIC):600 hrs
26-Apr-14	Piper Sport LSA	Sunshine Coast(YBSU)	730	On a supervised solo training flight the pilot became unsure of his position on return to AD. The class D AD was inactive but became active during the delayed return. The pilot communicated with CTR and was assisted in navigation. The flight continued without further incident.	The pilot acted in accordance with a pre-briefed plan and sought assistance as required. A review was conducted into student procedures for area familiarisation within training area and operations deemed the FTF exceeded all requirements, specifically in relation to the Class D instrument approval.	TT:40 TT:(solo):6
27-Apr-14	Airborne XT912	Tyabb (TYA)VIC	1725	Fatality, PIC deceased-	Investigations are continuing.	TBA.

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28-Apr-14	Super Petrel	Broome (YBRM) WA		PIC landed nose high and dragged the tail, powered on and landed further down the runway. After taxiing to a bay PIC inspected the damage to the fibre glass keel approx. 8 inches long by 2 inches deep. There was no evidence of penetration into the core of a/c. The damage was limited to removing fibre glass from a previous repair.	SASAO notified of incident to take for further action - RA-Aus to monitor Member is subject to disciplinary panel review. 14 day suspension was issued and member referred to SASAO - Further Ops sent letter to notify member that their passenger endorsement privileges are temporarily suspended until the completion of the appeal to the Board. Solo flights are	
28-Apr-14	Skyfox Gazelle	Goulburn (YGLB), N.S.W.	1230	The supervised student pilot had been cleared for subsequent solo operations and on the first approach of the session failed to hold off correctly resulting in a pilot induced sequence of bounced oscillations which were not corrected. On the third contact the aircraft was arrested but the sequence of impacts resulted in a punctured nose wheel and a slight stress bend to the nose wheel linkage.	Discussion with the CFI revealed no identifiable training deficiencies with this student, who it is reported was allowed to become distracted by circuit traffic at the time. A review of training procedures was discussed to confirm all elements of landing recovery procedures and decision making is understood by all students.	TT(PIC): 14.6 TT(solo): 1.4
1-May-14	Searay Amphibian SeaRay	Goolwa(YGWA) SA	945	On Departure from Goolwa AD, the Searay Pilot had intended to depart circuit but changed plans to perform a straight in approach on an adjacent water landing area. The aircraft had not been configured with respect to landing gear for the departure or the approach and landed wheels down in the water with subsequent damage to aircraft and minor injuries to the sole occupant.	Pilot referred for procedural training in retract operations and checks.	TT(PIC):591 TT(Type):
3-May-14	Jabiru SP470	Private LA (WA), near Brookton	830	On rollout from landing as brakes were applied the nose wheel collapsed causing nose to impact and aircraft overturned. No injuries but moderate damaged reported.	Technical investigated and no further action required.	TTIS:849.7 TT: (PIC):36 TT(solo) 28
5-May-14	Monnett Sonerai II-1	Caboolture(YCAB) Qld	1100	Following the successful entry flight by the outgoing owner of this RA-Aus registered aircraft from SA to QLD, the seller was requested to provide a "demonstration flight" for the new owner who was ground based. A subsequent series of acrobatic manoeuvres were observed and witnessed in the circuit area at heights no greater than 1000' AGL, followed by further manoeuvres of an acrobatic nature on base and during a missed approach. The aircraft was landed without incident and handed over to the new owner.	Operations were furnished with numerous witness reports into the exact nature of the unauthorised "display" and reported rolls, inverted flight, vertical pull ups and knife edge manoeuvres were observed by creditable witnesses. Following investigations a Show Cause for suspension notice was issued in respect to violation of CAO 95.55 7.1(j) in relation to the operation of the aircraft and subsequently a suspension of the pilots certificate was issued.	
5-May-14	Jabiru J230D	1nm S Bowral NSW	16.3	After levelling off at 6500AMSL the engine began to run roughly, actions to assess for icing were unsuccessful and the engine power was reduced to idle where it ran for a further 30 seconds then stopped. A forced landing was conducted at Mittagong without further incident.	Subsequent investigation revealed a seized engine. Technical investigations referred to manufacturer via Technical department.	TT(PIC):2500 TTIS:486.6 TTSM:46.6

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Date	Aircraft	Location	Time	Summary	Investigation Outcomes	Time (Pilot)
11-May-14	Jabiru J160C	Bankstown (YSBK),NSW	745	take off checks were completed including switching on fuel pump. In doing so the engine power was severely reduced, a landing area adjacent Bankstown was determined but subsequent trouble checks including fuel pump on returned residual but not full power allowing a successful emergency landing to be completed on 29R at YSBK.	Subsequent investigation and testing revealed no fault found and carburettor icing was concluded as probable cause. The fuel pump had been replaced prior to this incident.	
12-May-14	EDRA Super Petrel	Old Bar, NSW	1131	During climb the EDRA Super Petrel indicated signs of rough running, troubleshooting checks failed to identify issue so a precautionary landing was advised on CTR and successfully conducted.	Subsequent L2 inspection revealed water based deposits in one carb. bowl possibly due to a misaligned base seal from previous inspections. Rectification was completed with no further issue noted. The PIC was reminded of obligations to report notified declared PSL to ATSB as a standing regulatory requirement.	TBA
14-May-14	Rans S6-S	Georgetown(YGTO) TAS.	1400	On climb out departing circuit for a post 100hrly test flight the engine was observed to miss at full power. Throttle was reduced and a return to the airfield was conducted without further incident.	Subsequent ground runs confirmed deteriorating engine performance from the Jabiru power plant which was later identified as a loose distributor rotor which had caused damage to contacts. Faulty components replaced.	TTIS:294 TTSM:0
15-May-14	Bristell BRM LSA	12NM W of Maryborough, Vic (Bendigo)	945	On departure from Bendigo in 30 kt winds the pilot climbed to 5400 AMSL for a x-country flight. Whilst making a small turn correction it was reported the left rudder went to the stop followed by a complete horizontal rotation and then a sudden right wing drop resulting in a reported inverted spin. The PIC observed airspeed readings at or approaching Vne prior to recovery. Subsequent recovery actions were undertaken by the pilot which were unclear but resulted in a recovery at a claimed height of 300AGL. A landing was conducted at Maryborough(Vic) without further incident and flight terminated for investigation.	Operations, the aircraft operator, pilot, and authorised maintenance personnel. No identifiable fault was found with the aircraft and analysis was conducted on the airframe in relation to stress loading in consultation with the manufacturer. The aircraft was returned to service and subsequently tested at all points of the flight envelope with no abnormal behaviours observed. The pilot is undertaking remedial training at this time. Of note was the possible effect of lee-side rotor and mechanical turbulence in the area flown, review of operations in relation to these effects is also being undertaken. The manufacturer was advised of the incident and further liaison continues.	TTIS:165 (approx.) TT(PIC):200(approx.) TT(type) 5.5
16-May-14	Aeropro Eurofox 3K	Manfred Station 50 km S of Ivanhoe, NSW	1015 (Ag)	Fatality 1 POB. Details to follow.	Investigations continuing	TBA
16-May-14	Pipistrel Virus SW iS	Latrobe Valley(YLTV) Vic.	1600	During the landing phase the nose pitched down impacting the runway and damaging the propeller.	The pilot reported he could not identify the primary cause. Operations noted the limited time on type(TW) and conditions.	TT(PIC):2578 TT(Type): 9.8

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Date	Aircraft	Location	Time	Summary	Investigation Outcomes	Time (Pilot)
18-May-14	Jabiru J160C	Moorabbin (YMMB), Vic.	1200	On take-off from Moorabbin(YMMB)at approximately 100'AGL the engine failed to continue to produce full power so a forced landing was conducted ahead on remaining runway. During the execution of the emergency landing the pilot allowed the aircraft to impact heavily causing severe nose wheel damage and a propeller strike. No injuries were sustained during the accident.	CASA Instrument 292/14 implemented to manage risks arising from a high incident of engine loss-of-power events and other reliability issues.	TTIS:4303 TT(PIC):191.0 TTSO:36.2
18-May-14	Jabiru J170C	Wentworth(YWTO) NSW	930	On the second training flight of the day after briefing EFATO sequences at approximately 30 ft AGL the engine started to miss and ran roughly. The aircraft was landed successfully on the remaining runway. Inspection later revealed a damaged piston had failed.	Inspection later revealed a damaged piston had failed.	TT(PIC) 14500 TTIS:2022 TTSO: 283 TTSM: 7
18-May-14	Seamax M22 Floatplane	Tooradin(YTDN) VIC	1400	Following a normal departure and on return to AD, the undercarriage failed to extend, despite recycling and an emergency landing was conducted on grass adjacent to rwy with only minor damage.	Investigation revealed a faulty micro-switch in retract system.	TT(PIC):2000 TT(Type) 60
25-May-14	Fisher Mk1	Cox Peninsula Rd, NT	1540	The pilot elected to land on a public road whilst associated fire fighting activities were being conducted. No authorisation or permit was sought to conduct the operation. No emergency was associated with the incident.	The pilot was issued a compliance letter and advised of requirements to seek written approval for operations outside CAR 92.(1).	TT(PIC):1143
26-May-14	Wittman Tailwind	Leyburn, LA, QLD	1000	The PIC and passenger had landed at this LA for refreshments and on departure elected to use runway 24 as the conditions were light but with a quartering tailwind as this direction gave better emergency landing options. During the take off phase the aircraft failed to gain sufficient airspeed within the Take off distance available to clear trees at the opposite end and impacted one tree before further impacting trees and coming to rest. The pilot and passenger were able to remove themselves from the wreckage and required assessment at a nearby hospital for minor injuries.	The aircraft was operated by an unauthorised pilot who failed to make an appropriate decision in rejecting a take-off at an unfamiliar airfield . The aircraft's take-off performance was marginalised due to density altitude, local wind conditions and MTOW considerations. An identified issue in relation to take off technique with this tailwheel aircraft was also a likely contributing factor. The aircraft was operated inappropriately by both pilots and in breach of the RA-Aus operating requirements	TT(PIC):213.2 TT(Type): TBA

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Date	Aircraft	Location	Time	Summary	Investigation Outcomes	Time (Pilot)
29-May-14	Brumby LSA 600	Albury(YMAY) AD, NSW	1515	The pilot departed Cowra (COWR) for Albury (YMAY) without reference to normal flight planning requirements. On arrival at YMAY the pilot made appropriate CTAF calls on a non current frequency for the AD and was not aware of the status of the CTA. Proceeding to join circuit on RWY 25 the pilot successfully landed behind a previous aircraft but missed his taxi exit and proceeded to taxi on grass inside the AD markers to a further taxiway. At the same time a cleared aircraft was lining up for take-off on the opposing runway. In summary the pilot entered YMAY controlled airspace, landed and taxied without a clearance and not on frequency.	The pilot was not authorised by the owner for flight in this aircraft and the pilot failed to make the appropriate planning and preparation into flight into this controlled AD. Whilst it is believed the pilot, who was also an RA-Aus instructor held the appropriate qualifications to exercise the flight, a clear disregard to operational planning requirements was shown. Further actions to follow pending a submission by the PIC of a requested Incident report.	TT(PIC):625.
31-May-14	Aeroprakt Foxbat	Currabubula, NW NSW Private LA	1530	During deteriorating conditions with rain squalls and wind in the area were prevalent at the time, the pilot misjudged his approach and landed heavily damaging the nose wheel, propeller, and associated cowl area. No injuries were sustained.	Situational awareness and judgement of deteriorating weather by the pilot were identified as clear Human factors in this accident.	TT(PIC): 255 TT(Type):149
31-May-14	Fly Synthesis Texan TC	Caloundra (YCDR) QLD	700	On initial start up the rotax powered aircraft showed signs of fluctuating fuel pressure below operational limits. The aircraft was written up as U/S in the aircraft maintenance record.	Subsequent inspection by an independent L2 found no fault and the aircraft was returned to service with no subsequent faults reported.	TTIS:3060.9 TTSO:10.5(approx.)
31-May-14	Jabiru J170D	Cobden(YCDE),Vic.	1300	Student landed to left side of RWY 36 and during landing roll departed the left hand side of the sealed runway. Once off the sealed RWY surface the soft gravel side prevented the A/C from steering right back onto the runway. As recovery was attempted the left main wheel and spat ran over a fibreglass edge marking cone damaging the cone and marking the surface of the LHS spat. The mounting bracket of the LHS spat was slightly bent.	No actions required by Operations. Training incident referred to CFI	TT(PIC):32.5 TT(Solo): 0.6
3-Jun-14	Jabiru 160D	Moorabbin(YMMB) VIC	1512	Following a normal DPT from 3TL at YMMB at approximately 700' AGL, a large section of what was believed to be propeller was observed to detach followed immediately by significant "pulse surging" of the engine. A safe glide was established and engine shutdown with a successful emergency landing conducted on 35R, the pilot also following all appropriate emergency procedures.	Subsequent inspection of the propeller unit revealed complete delamination of the glass composite covering on one blade of the Sensenich propeller. Ops counselled PIC regarding operating wooden propellers in rain.	TTIS:1935.5 TT(PIC):968

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Date	Aircraft	Location	Time	Summary	Investigation Outcomes	Time (Pilot)
6-Jun-14	Rallye MS800B	Collinsville, QLD	1700	Owner was carrying out a service and general check over of A/C. As the owner was refuelling the portside wing, with a 20 lt plastic jerry can, he went to check the tyre pressure on the other side of the A/C while the fuel was draining. As he was checking the wheel there was a loud bang and the owner immediately rolled away to see the wing on fire. The fire grew very quickly and spread to the cockpit where the fuel container was which then also blew up. The A/C burnt in less than 10-15 minutes. Ambulance and fire brigade attended the site. A/C was completely burnt other than the tail-plane assembly and the starboard wing.	No primary ignition source was identified. Aircraft operators are reminded of refuelling practices, particularly in relation to the use of Jerry cans and the need for static protection. CAO 20.9 para 4.3.4	N/A
11-Jun-14	Airborne XT912T	50 KM Sth of Dubbo, NSW	1000	During cruise at 1500' AGL, PIC heard bad vibrations from motor - later found to be due to crack in the tip of the propeller. Forced landing was completed in paddock.	No damage to aircraft or passengers. Suspected bird strike.	TT(PIC):110
15-Jun-14	Jabiru SP500	Private LA, Brentwood SA	1738	On a return flight from Port Pirie to a private LA, the pilot encountered showers and was trying to expedite his arrival in fading light. Misjudging the landing flare when light rain began he landed heavily on nose wheel. Nose wheel suspension rod buckled to approximately 90 degrees allowing prop to strike the runway. Allowed A/C to continue approximately 200m before coming to a stop.	The pilot highlighted a range of elements that led to the incident and was reminded of the effects of attempting to land in fading light in less than optimal conditions. HF training and awareness addresses all the elements that presented in this accident.	TT(PIC):399
15-Jun-14	Pipistrel Virus.912	Ayr (YAYR), QLD	1300	PIC was landing into wind runway 19 at Ayr airport Nth end. (As reported from another A/C on final behind PIC observed accident) - with A/C sliding sideways off runway during flare onto grass areas beside runway. One wing dropped and A/C cartwheeled - 2 occupants on board vacated A/C unassisted. Both wingtips have extensive damage. Landing gear destroyed, engine and firewall/dash separated from A/C, Propeller destroyed.	type. Subsequent to the first accident the pilot had sought further instruction in relation to the specific aircraft type, however that training did not include spoiler systems and their appropriate operation, which are not part of RA-Aus training. Operations suggested the pilot undertake specialist training into the use of aircraft equipped with spoilers from more appropriate sources including GFA. Members are strongly encouraged to undertake appropriate training in relation to new aircraft types regardless of performance category, especially where flight controls or systems are markedly different from those that the PIC is familiar with	TT(PIC): 130 TT(Type):

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Date	Aircraft	Location	Time	Summary	Investigation Outcomes	Time (Pilot)
16-Jun-14	Jabiru J160D	Moorabbin (YMMB), Vic.	1330	After landing PIC braked once he had vacated the runway and the A/C jolted and came to a stop very quickly. PIC felt that the brake had become jammed however continued with after landing checklist and requested to taxi back to apron. After releasing the park brake and applying power the A/C did not move. PIC opened door and checked brake pad which appeared to have moved. After approval from tower PIC exited A/C for further inspection and found the brake pad had moved. L2 maintainer (Senior Instructor) inspected and adjusted brake pad and then taxied back to apron with no further incident.	A technical assessment of the braking system was undertaken by an L2 and the necessary repairs undertaken. The operator has increased servicing requirements for replacement of brake mounting plates to every 300 hrs or condition maximum for this aircraft type. Additional accident reporting requirements exist for approved recreational training operators at Class D AD's	TT(PIC):494 TT(On Type):215.0 TTIS:1975.3 TTSM:20.7
23-Jun-14	Evektor Sportstar	Jandakot (YPJT) WA	N/A	On commencing 100 hourly inspection the LAME noticed a dent in the firewall when the A/C was uncowed. On further inspection he noticed a buckle in the skin at the bottom of the firewall.	The A/C had clearly landed hard on the nose wheel for this to occur and made an insurance claim to remove the engine to make a further inspection. Maintainer found that the nose wheel was put down hard and are awaiting a quote for new firewall, supporting struts and braces involved. No Incident report has been received regarding this incident. Investigation continuing.	TTIS:1377.8 TTSM:50
23-Jun-14	Aeropro Eurofox 3K	3NM N Greenhill, QLD	1015	During a beach landing the pilot made a successful touch down but on roll out the nose wheel sunk into soft sand, further impacting the propeller. The propeller continued to rotate as the nose wheel collapsed, resulting in the aircraft coming to rest inverted. Both occupants self extricated from the wreckage with minor injuries and were assisted later by local fishermen to right the aircraft.	assessment on the area of beach and also performed precautionary surveillance actions to determine the suitability of the landing strip. The pilot advised he had performed numerous beach landings in the area but not on this particular site. Operations investigations involved discussion with the pilot and Marine Parks authority that has responsibility for the area. Whilst permission was not sought or required in this case, the area website makes reference to soft sand with appropriate cautions provided. This information was not obtained by the pilot. Substantial damage to the aircraft was sustained and the pilot indicated he will not attempt further beach landings in his flying activity. CAAP 92.1 details requirements for suitable landing areas in particular para 9.2 in relation to soft or wet areas.	TT(PIC): 130 TT(Type):56.4
26-Jun-14	Tecnam P96 Golf	Krondorf, Barossa Valley, SA.	800	Fatality 2 POB. Details to follow investigative process.	Evidence has been collated in association with the police and assistance from ATSB has been sought in assessment of this accident.	TBA

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Date	Aircraft	Location	Time	Summary	Investigation Outcomes	Time (Pilot)
28-Jun-14	Slepcev Storch	Hinchinbrook Is(QLD)	1630	On a routine descent from 4000'AMSL the pilot observed rough running of the engine and elected to conduct a PSL on a nearby beach. Following an inspection the aircraft was restarted with some difficulty but performed satisfactorily in ground run-ups. On the subsequent take off the engine failed at approx. 400' and the aircraft was landed in approximately 15m of water 100m from shore.	discovered in the auxiliary fuel tank, which is located under the central fuselage area which can be used to feed the main wing tanks. On further investigation it has been identified that the design of the cap and vent for this tank can allow water ingress and this had not been checked in the pre-flight inspection. Further investigation revealed that the pilot had washed the aircraft prior to flight and failed to perform a fuel quality check. The pilot had not intended to use this tank for the flight but changed this decision during flight to circulate and use any older fuel in the auxiliary. In circulating this contaminated fuel into the mains, water was allowed to enter the fuel delivery system resulting in the engines rough running at lower power settings and eventual failure on subsequent take off power settings. During repair work the engine was flushed and tested and performed without fault. IDENTIFIED CAUSE: Engine failure due to fuel contamination by water.	TT(PIC):850 TT(Type):45 TTIS:575.7
2-Jul-14	Zenith CH200	Lowood QLD	1500	During a local flight the aircraft cabin became enveloped in developing smoke which the PIC believed to be from the battery. A successful forced landing was conducted into an open paddock and the local fire authority were contacted and attended to isolate and contain the smoke source which was confirmed as the battery and removed.	allowed to drain below voltage limits during previous groundwork and would not successfully start the aircraft on the day of the flight. The PIC " hand started" the aircraft and the resulting recharging providing by the aircraft's electrical system was not appropriate to a deep recharge for this type of battery unit, resulting in the internal battery damage. All RA-Aus members and aircraft operators are advised of the potential volatility of Lithium battery use in aircraft operation via Safety Notice on this website and Sport Pilot magazine. This information specifically relates to correct recharging procedures and compatibility with aircraft systems. A number of general electrical safety publications are available for review by pilots who choose to utilise Lithium technology batteries. 	TT(PIC):200 TT(Type):120 TTIS:484

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Date	Aircraft	Location	Time	Summary	Investigation Outcomes	Time (Pilot)
2-Jul-14	Pipistrel Alpha	Tyabb (TYA)VIC	940	While landing at Tyabb airfield, with a 10 knot cross wind, PIC flared early and stalled. This resulted in a rough landing. Propeller damage was discovered on shut-down.	The pilot identified his unfamiliarity with the landing surface and failure to adopt the appropriate bounce recovery actions he had been taught as the primary causes of the accident. He has self-assessed his need for further training which has been pledged to be undertaken and confirmed that all technical assessment and repair relating to the accident had been performed by authorised maintenance personnel.	TT(PIC):86 TT(Type):12
3-Jul-14	Jabiru J160C	1NM E Camden (YSCN), NSW	1020	The PIC was sent around from final on return from the training area. The PIC initiated the go-round and shortly after called a partial engine failure. The PIC was instructed to manoeuvre as required for any runway. The A/C continued down the runway maintaining altitude but not climbing. Approximately half a mile upwind the A/C descended behind trees. The PIC then advised that the A/C was on the ground safely in a field. The only assistance required was transport for the PIC and student. Emergency services were not called but the Aerodrome Ops Officer was asked to attend and provide assistance and further advice as required. The Ops officer confirmed that no further assistance was required.	Tech to investigate further - cracked cylinder and broken through bolt caused engine failure. Damaged propeller through fence	TTIS:376 TTSM:25
6-Jul-14	Morgan Aero Works Sierra 100	Mossy Pt (Moruya) NSW	1200	Fatality- 2 P.O.B.	Investigations are continuing.	TT(PIC)::20800 TTIS:103 TTSM:3.4
8-Jul-14	Monnett Sonerai 2L	Boonah(YBOA) QLD	1630	The owner pilot was on a return flight to Boonah from Caboolture and on final approach for landing on runway 04 reportedly bounced the aircraft subsequently developing into a series of bounces. Full throttle was applied and the aircraft then veered to the right impacting an embankment and the airfield boundary fence line, and coming to rest upright.	The pilot had recently purchased the aircraft and was experiencing difficulty safely managing the aircraft landing characteristics. Anecdotal evidence was provided by other airport users regarding potential landing difficulties experienced by the pilot. This issue was discussed directly with the pilot and a recommendation was made for further training, however due to potential difficulties operating the aircraft with two pilots aboard, this offer was rejected by the owner. Subsequent to this accident, Operations are working with the pilot to enable alternative training assistance pertinent to the pilot and aircraft type.	TT(PIC):242. TT(Type):4.5

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Date	Aircraft	Location	Time	Summary	Investigation Outcomes	Time (Pilot)
12-Jul-14	Jabiru J230C	Wedderburn (YWBN),NSW	1030	<p>to test fly the plane. On take off (at 500 ft AGL) it was very turbulent so PIC decided to return however another A/C was departing. PIC conducted a SE orbit to set up to land on Runway 17 and shortened up on final a little shorter than usual. Due to short landing and high A/C speed the A/C bounced several times. PIC powered up for a go around and when airborne again found that A/C had a severe vibration and unable to Rev over 2000 RPM. PIC conducted a circuit at 300 ft (above tree tops) as A/C would not rev on second approach. Landing was too fast and A/C bounced several times before veering off the runway. Nose wheel ran into the grass and A/C flipped over on its back. ATSB inspector was present at time of accident.</p>	<p>The pilot was requested to undertake a flight review prior to further command flight with focus on circuit judgement and missed approach procedures. Further recommendation included obtaining pertinent weather information prior to any flight to increase situational awareness even in local operations. This advice is further recommended for all pilots.</p>	<p>TT(PIC):510 TT(Type):480</p>
13-Jul-14	Aeroprakt Foxbat A22S	Private LA, Mt Ossa, Nth QLD	1215	<p>returned to the local training airstrip for circuits. The student performed a normal approach for landing but landed slightly heavy and bounced, and the a/c veered to the left on landing and needed a right rudder correction, then the student added power for a go around. To go around and climb out was normal climb however the rudder pedals were found to be locked up and all rudder authority was lost, the instructor then assumed control to complete the circuit for landing. Turning the aircraft in the circuit was accomplished without the use of rudder, the aircraft was manoeuvred onto finals and the touch down was uneventful however the a/c slowly veered to the right, the front wheel then settled and the turn was more pronounced until the nose wheel collapsed. The a/c then nosed over onto its back. Both occupants safely vacated the a/c uninjured.</p>	<p>Significant damage resulted from this accident including wing, strut, cowl, empennage , vertical stabiliser and propeller.</p>	<p>TT(PIC):1378 TT(Type):</p>
20-Jul-14	Evektor Sportstar	Cobden(YCDE) VIC	1600	<p>while taxiing to a hangar the PIC left the bitumen for a grassed area at the front of the hangar (that had very wet ground cover). PIC had to accelerate hard to move through the wet surface and skidded on the ground, clipped the hangar door with the plane wing and propelled the aircraft into the hangar door. Damage occurred to the planes propeller.</p>	<p>No Further Action undertaken- Pilot action in consideration of environmental conditions affected the movement of the aircraft.</p>	<p>TT(PIC):263 TT(Type):263</p>

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Date	Aircraft	Location	Time	Summary	Investigation Outcomes	Time (Pilot)
20-Jul-14	Morgan Aero Works Sierra 100	Boonah (YBOA)	830	The owner operator of this amateur built aircraft had completed post start checks and commenced taxiing to the runway threshold area which involved a sharp taxi turn. The pilot reported he used excessive power and brake and panicked ground looping the aircraft and impacting the co-owners vehicle initially and then the pilots vehicle as well. The aircraft was destroyed but the pilot exited without injury.	This was the second accident during the testing phase of this aircraft and the pilot was referred for remedial training prior to further command flight.	TT(PIC):24 TT9Type):2
28-Jul-14	Aeroprakt Foxbat	150k W Broken Hill	800	During a downwind turn, visibility was restricted by early morning sunlight. PIC was momentarily disorientated. The aircrafts flight paths were wider during the turn than anticipated. In an effort to avoid the side of a hill, a steep turn was commenced resulting in loss of altitude. Aircraft contacted the ground heavily at the base of the hill.	This accident highlights yet another danger involved in LL operations. The pilot whilst experienced had no formal training in LL.	TT(PIC): 800 TT(Type):250
30-Jul-14	Jabiru J170D	Runcorn(YBAF),QLD	720	On a return from an area training flight the aircraft engine initially surged then lost complete power. The pilot elected to land in a nearby soccer field and during the landing sequence impacted a set of goalposts before coming to rest. Minor injuries were reported to both occupants with severe damage to aircraft.	RA-Aus has completed its investigation into this accident and determined the engine appeared to be operating normally and the accident may have resulted from fuel starvation, rather than fuel exhaustion. The pilot completed all required actions as he was trained to do, to bring about a successful and safe emergency landing.	TT(PIC):50 TT(Type):50
30-Jul-14	ICP Savannah S	Private LA 30NM NW of Port Headland WA	1630	PIC took off and held stick slightly back to ease pressure on nose wheel but aircraft took off early and stalled left wing. Aircraft veered left despite application of right rudder, just above ground for about 30-40 meters before PIC pulled the power and landed roughly. Aircraft had a collapsed nose gear and came to a halt in about 2-3 meters.	Pilot had significant experience on type and was familiar with area. Pilot has discussed with local CFI and will conduct review prior to further flight.	TT(PIC):982 TT(Type): 900
3-Aug-14	Jabiru J160	Redcliffs Golf Course, Mildura VIC	1400	Cruising at 1300ft and the engine suddenly started to run rough, lost power and began vibrating badly. PIC was approximately 3 NM from the golf club. PIC set up an approach to a fairway, when close to the ground (20ft) golfers appeared in the approach path and to avoid them PIC turned towards the trees and tried to balloon over the trees. The plane stalled into a tree and came to rest approximately 20 meters beyond. PIC promptly exited the aircraft without injury. The engine ceased operating at approximately 100 ft.	Aircraft severely damaged (both wings destroyed, tailplane broken on LH side windscreen cracked). Pilots window broken and both rear windows broken. Fin has stress cracks and RH strut attachment ripped out of fuse. Left undercart torn off. Other minor damage to fuselage. L2s could not determine whether the valve stem broke first or the valve stuck then was hit by the piston. The excessive valve stem/guide clearance can cause overheating of the valve stem. 50 hr oil change intervals may be a factor although the other guides checked were perfect. The small main jet and the cold dense air may be a contributing factor.	TT(PIC):1247 TT(Type):700 TTIS:1303 TTSM:16.3

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Date	Aircraft	Location	Time	Summary	Investigation Outcomes	Time (Pilot)
9-Aug-14	Tecnam P92 ES	Balranald(YBRN) NSW	1405	Engine driven fuel pump failed on climb through 1000 ft AGL. Glide approach onto RWY 36	L2 investigated and assessed mechanical pump failure.	TTIS:300 TTSM:70
8-Aug-14	Tecnam P92 Bravo	20km West Ivanhoe NSW	12.3	Pilot was conducting a series of water inspections at approximately 600ft AGL over property owned by the operator and near completion turned the aircraft at an airspeed noted as approximately 60knots in the opposite direction of flight after spotting some sheep in the adjacent paddock. The pilot reported the aircraft stalled whilst he was focused on the stock and could not be recovered before impacting the ground. No injuries were reported but the aircraft suffered substantial damage.	Low level operations of RA-Aus aircraft for rural activities represent a high risk environment and are currently part of an overall review by RA-Aus in consultation with instructor and industry representatives.	TT(PIC):398 TT(Type):265
11-Aug-14	TecnamP2002 Sierra	Caloundra (YCDR)	1100	Following a post purchase test flight and on arrival at Caloundra, PIC noted the brakes had failed and the A/C had significant nose leg vibration. PIC questioned the L2 regarding the wheels/brakes and spats as they were fitted to the aircraft on sighting the aircraft for the first time. The L2 confirmed all maintenance and Aircraft condition report was carried out satisfactorily. An independent inspection revealed that the above and a number of other significant maintenance items had not been completed to the required standards.	Technical investigation revealed L2 was not current and work carried out on aircraft was not to appropriate standard. L2 privileges were suspended until further education and training completed.	TTIS:1202 (approx.) TTSM:Unreported
13-Aug-14	Flightstar II 2C	Kilcoy (YKCY) QLD	1645	The pilot reported a hard landing occurred in gusty conditions on RWY 27	Damage to nose and main landing gear was reported. Environmental conditions affected the movement of the aircraft.	TT(PIC):166 TT(Type):166
13-Aug-14	Jabiru J160D	Tooradin(YTDN) VIC	1300	On landing, after a series of three flights for the day, a considerable amount of oil was seen to be covering the front of the aircraft including the air inlet shelf, cowl and nose wheel. Rang LAME for a further inspection which showed number 2 cylinder had been badly cracked. During the flight oil pressure and oil temp appeared normal and engine appeared to be running smoothly with no unusual characteristics.	Engine sent to manufacturer - engine report received stating No. 2 cylinder cracked.	TTIS: 267 TTSM:4.8 TTSO:267
14-Aug-14	Jabiru J170C	Tumut (YTMU) NSW	1430	During circuit training a slight vibration was noticed on climb. On the downwind leg the vibration disappeared. The circuit as completed without incident.	The following morning during the daily inspection it was found that the top through bolt between No 1 & No 2 cylinders was broken.	TTIS(Eng):481 TTSM: 8.7

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Date	Aircraft	Location	Time	Summary	Investigation Outcomes	Time (Pilot)
16-Aug-14	Summit Aerosports Summit 2 (PPC)	Private field Yarra Glenn VIC.	1630	PIC was conducting the fourth take off of the day with pilot and passenger on board. Fuel capacity was at half tank with nil wind and good weather conditions. Parachute took slightly longer to inflate resulting in a longer take off distance than previous flights. Once airborne and approximately 1 meter off the ground the left hand rear wheel clipped a mound of dirt. The wheel support arm and wheel were pushed backwards hitting the propeller guard. The propeller then touched the propeller guard, taking the tips off all three blades. The take off was aborted and the aircraft settled on to the ground.	The pilot reported the incident occurred because of poor pilot judgement in assessing field length and suitability.	TT(PIC):137 TT(Type) 50
19-Aug-14	Skyleader SL500	Torquay QLD	1030	During the conduct of upper air work revision, the engine began to run roughly, resulting in a loss of power. RPM could not be increased beyond idle and a forced landing was conducted onto a private airstrip. Nil damage to aircraft and nil injuries.	Defect: A carburettor problem was discovered after landing. The bracket and plastic gusset (parts 73 & 41-912 Parts Manual) had fractured through from the corner to the centre hole which released the carb spring). The engine continued to run but only at idle power. The Carb spring (Part 50) was also noted to be almost worn through.	TTIS:500 TTSM:15
22-Aug-14	Jabiru J170D	Colac-Skipton VIC	1315	During cruise flight, at 4500ft AMSL, the engine suddenly stopped 15 NM South west of YBLT. After conducting emergency drills and several restarts the PIC declared an emergency and carried out a forced landing into a sheep paddock 1 NM North East of Mt Emu.	Engine sent to manufacturer for assessment and repair. Engine report received - Engine cylinder heads No. 3 and 4 removed. Number 4 had broken exhaust valve stem in a broken inlet valve stem. Severe damage to the piston.	TTIS:433.2 TTSM:35
26-Aug-14	Jabiru J230C	Karumba(YKMB),NT	1400	During the landing in 15kt SE the pilot reported the aircraft was "blown away" from runway and on approach the aircraft impacted the branch of a tree with resultant impact with ground. No injuries were reported.	and he was unable to successfully assess the surface conditions of the runway or wind on the ground despite acknowledging significant gusts were observed during the landing. The pilot has determined that if faced with similar conditions he would continue to a more appropriate alternate AD. Of note in this accident was that significant damage occurred as a result of initial impact and the pilot applied full power to attempt a missed approach but had no control authority and subsequently impacted coming to rest. It was identified that critical control damage to elevator and rudder had resulted from the initial impact rendering these controls unserviceable. An important point to consider for all pilots in attempted go-arounds where any impact has occurred during the landing phase.	TT(PIC):85 Approx. TT(Type): Not provided

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Date	Aircraft	Location	Time	Summary	Investigation Outcomes	Time (Pilot)
31-Aug-14	Corby Starlet CJ-1	Rodds Bay, QLD	1130	During take off PIC heard a noise which was assumed to be a wheel spat or fuel drain coming loose. PIC conducted a shallow high speed climb and the noise stopped. Control of the aircraft was normal. PIC conducted a wheeler landing-the tail dropped and speed reduced. PIC swung the AC to starboard and full left rudder did not straightening. In order to avoid the fence PIC applied full right rudder and ground looped to a stop. The wing tip just stayed clear of the ground and the light weight fairing was still attached by the starboard cable. PIC assessed that either the brake was applied or the fairing went under the wheel and acted as a brake. A€" further damage was caused by the ground loop.	Owner had repair the block and it is inspected as part of the 'daily inspection'. For information this block is subject to an AD previously advised and recommend regular inspection in accordance with AD.	TT(PIC):775 TT(Type):373
31-Aug-14	Jabiru J230D	Lethbridge(YLED, Vic	1500	Aircraft was Taxiing on the grass. Front wheel hit a pot hole. Tip of propeller struck the ground.	Pilots are reminded of normal operating procedures when operating on uneven ground	TT(PIC): 1267 TT(Type) 600 approx.
3-Sep-14	Tecnam P92Eaglet	Central Bribie Is, QLD	1315	Whilst conducting night training with a student in the local training area - the instructor (PIC) observed the aircraft using more fuel from one tank, so he turned this tanks fuel supply tap off to balance the aircraft's fuel burn. At the time the opposite tank was also in the off position, thereby isolating all fuel from the engine. As a result the engine stopped, and a MAYDAY call was broadcast on CTAF whilst an observed emergency landing area was identified and restart checks were commenced. As a result of these checks he found both tanks had been turned off and after appropriate actions the engine was successfully restarted. The instructor then called on the CTAF cancelling the "MAYDAY" and the aircraft proceeded back to point of departure with no further issues.	The training facilities CFI was requested to review with the SI all fuel management practices, aircraft familiarity and instructor competency on behalf of Operations and have confirmed that appropriate actions for risk mitigation and use of correct procedures have been subsequently undertaken.	TT(PIC): TT(Type):49.8
5-Sep-14	Aeroprakt Foxbat	Caboolture (YCAB) Qld	1130	On take off at 100" a kite (falcon) impacted the windscreen on the port side resulting in a large hole. Broken sheets of polycarbonate entered the cockpit with various pieces of the kite. A circuit was continued at reduced speed and successful landing carried out.	The airfield is located adjacent a recycling waste centre and various bird types and kangaroo hazards are published in ERSA. Mitigation strategies are in discussion with the AD operator and leaseholders.	TT(PIC):17000+ TT(Type): 250

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Date	Aircraft	Location	Time	Summary	Investigation Outcomes	Time (Pilot)
6-Sep-14	Jabiru J160	Moorabbin (YMMB), VIC	1455	During landing, due to background noise, PIC did not realise request for clearance was not heard. After landing PIC saw both radio and the transponder were flashing and tried to reduce electricity load by switching fuel pump, stroke, landing light & ETC off as well as increased power to 2000 RPM (held the brake at the same time). The radio & transponder went live again and PIC was able to communicate to the ground frequency, only then did PIC find that the previous call to the tower was not received.	Technical assessment of charging systems and radio performance was undertaken.	TT(PIC):318 TT(Type):243.3
6-Sep-14	Sonex Waix	N/A	N/A	Inspection carried out as per RA-Aus Airworthiness notice (Waix rudder cable inspection) and cables found to be swaged incorrectly. All 4 rudder cables has no protruding cable from swages.	Cables replaced I.A.W Sonex service bulletin WIX-5B-002	TTIS:291
11-Sep-14	Jabiru J230D	Temora (YTEM), NSW	1100	On the ground at Temora a noise was detected on shut-down & subsequent pull through cowlings were removed and revealed 2 missing fly-wheel bolts. Further inspection with aircraft showed damage to stator. Jabiru has provided a loaner motor while the other motor is returned and inspected. will provide report once it returns.	Engine findings were likely vibration or harmonics or combination of both have caused loading damage to the cap screws securing the fly-wheel, brought on by an earlier incident. About 120 h prior to the fly-wheel bolts failure, CFI had a new (20 h old) Jabiru approved Bolly prop suffer tip delamination with a 30mm long section of the leading edge protection extrusion separating and hanging proud of body of the prop. It is possible that the extended flight post-delamination (student solo nav) caused vibration that weakened the fly-wheel bolts at that point, with further agitation over time, even though the damaged prop was replaced by Bolly.	TTIS: 553 TTSM:25
11-Sep-14	Foxcon Terrier	20m SE Goolwa (YGWA) SA	1700	PIC heard a thud from the engine however there were no changes in the engine parameters. PIC continued on to arrival destination.	It was discovered that the reduction drive belt had separated and approximately 12 mm had disintegrated. A new belt was replaced and tension and tracking has been checked correct	TTIS:158.4 TTSM:9
13-Sep-14	Tecnam P92	Latrobe Valley (TLTV), VIC	TBA	During a training NAVEX flight, the student pilot allowed the aircraft to descend low for landing at an unplanned LA, the instructor prompted for corrective action but at that instant the main wheels impacted a gate just prior to runway threshold. The instructor assumed control climbing the aircraft for return to YLTV where it was confirmed through inflight assessment the main landing gear was damaged. The aircraft carried out an emergency landing where the nose wheel also collapsed before coming to rest. No injuries were reported.	The instructor training privileges suspended pending appropriate retraining and mentoring by the CFI.	TT(PIC):2470 TT(Type): 50

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Date	Aircraft	Location	Time	Summary	Investigation Outcomes	Time (Pilot)
13-Sep-14	Jabiru J200 & Aircorp Bushmaster	Roma AD(YROM), Qld	1230	Following a group arrival at Roma the reporting PIC was stopped with engine at idle waiting close to the tie down position. Another aircraft, Bushmaster 19-3825 taxied in front of the Jabiru with refuelling intentions. The Bushmasters wing was too close and passed over the Jabiru's rotating prop with wing underside & right aileron contacting my propeller causing prop tip damage & further damage to the under wing & aileron of the taxiing Bushmaster.	Both pilots identified lack of clear separation of aircraft and confusion of intentions between pilots as the key elements of this accident.	TT(PIC): 500 TT(Type):440
13-Sep-14	Taylor Monoplane(VW powered)	Serpentine AD,(YSEN) WA	914	Engine started backfiring and losing power after take-off. PIC managed to land safely.	Preliminary investigations showed the front right cylinder spark plugs completely blocked with carbon. The rear right hand cylinder was partially blocked with carbon. Owner changed plugs to a hotter type and will test at 20" above the runway in order to check plugs again and determine if issue is rectified.	TT(PIC):2285 TT(Type):1 TTSM:3
14-Sep-14	Jabiru J160D	Wollongong AD,(YWOL)	925	PIC & student were trying to wrongong airport from Bankstown Airport. They joined left base for runway 16 which was the duty runway. They turned final and broadcasted position and intention (on final for touch & go). As they reached short finals, a Cessna 208 holding short on RWY 16 entered the runway to take off. A go around was conducted immediately to avoid collision and climbed to circuit height. The pilot of the Cessna apologized over the radio for his runway incursion straight after we conducted the go around. All operations resumed	Appropriate avoiding actions were carried out by the reporting pilot. Consideration should be given to a standard overhead or crosswind join as outlined in CAAP 166(2) in relation to Operations at Non-Towered AD's	TT(PIC): 1000 TT(Type): 650
14-Sep-14	Brumby 600	Bindook- enroute YSDU- Jaspers Brush	1415	PIC entered controlled airspace due to fatigue. Melbourne ATC directed PIC to move clear of airspace as directed without incident. Reported to ATSB.	The pilot failed to apply appropriate dead reckoning practices to establish position in relation to CTA. Pilots are once again reminded of their responsibilities in relation to CTA avoidance in reference to CAO95.55 and AIP ENR 1.1-37	TT(PIC):95.2 TT(Type):9.3
18-Sep-14	Jabiru SP500	Private LA	1020	After Aircraft touched down it encountered a strong gust wind and the aircraft veered left and wing tip hit trees. It then spun around and came to rest amongst the trees.	Pilot failed to maintain aerodynamic control of the aircraft as airspeed decreased during landing phase. Conditions could not be validated as a contributing factor.	TT(PIC):21500 TT(Type):159
28-Sep-14	Foxbat	Montrose Alpha QLD	1455	Aircraft lifted off runway but failed to gain speed and height. Aircraft veered to the left at low level striking a bank and came to rest after hitting a log.	The pilot failed to maintain control at low airspeed during the take-off phase resulting in a Loss of Control(LOC).	

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Date	Aircraft	Location	Time	Summary	Investigation Outcomes	Time (Pilot)
3-Oct-14	Jabiru J230D	Broome AD(YBRM), WA	1015	On arrival at YBRM from a recreational NAVEX the PIC conducted a normal landing but on roll out became distracted and veered towards the runway edge. In an attempt to prevent impact with a nearby drainage channel, the pilot ground looped the aircraft	This incident was also investigated by ATSB due to loss of separation standards with a taxiing Fokker 50. The pilot was not appropriately authorised to conduct operations at a controlled AD or associated airspace. The pilot was requested to undertake remedial training with his home base CFI in relation to requirements for authorised access to CTA and appropriate flight planning procedures.	TT(PIC): 372.5
4-Oct-14	Kappa Sabre	Bindoon (Abandoned Airstrip), WA	1030	After take-off PIC raised the landing gear and heard an unfamiliar thud as the gear locked in place (with 3 green lights indicating that the gear was locked in the up position). Due to the thud PIC was aware that there was a possible problem and at that point the electrical fuses popped in the panel. PIC carried on to Circuit height 1900ft and turned down-wind for Rwy 09. Aircraft dropped speed to 80 Knots and attempted to lower the landing gear. The gear knob went limp as PIC activated it. At that point the PIC realised the gear was stuck in the up position. PIC held the radio fuse in place and made a radio call and called a go around on runway 09. A second radio call was made to the CFI to advise him of the situation. PIC proceeded to the training area and maintained a height of 4000 ft and attempted to activate the gear manual over-ride. The gear was locked in place and the over-ride was jammed solid. PIC maintained altitude and attempted to shake the gear loose after a few attempts then headed back to the circuit and in communication with the CFI completed a low pass over the runway so people on the ground could determine if the wheels were down. The gear was trailing but not locked in the down position. At that point, PIC advised the CFI that they were going to land on	On landing the Aircraft at the stall speed of 28 Knots, the engine was tuned off but the prop was still wind-milling. All 3 prop blades struck the ground and were severely damaged. The aircraft gear was stripped out, repaired and replaced, the internal anchor point's for the gear actuating motor have been reinforced back to factory specs to prevent re-occurrence. The gear manual over-ride mechanism has been reset and tested. A brand new 3 blade prop has been fitted & balanced to the Aircraft. The gearbox has been stripped & overhauled. The Rotax Motor has been overhauled, bench tested and re-fitted to the Aircraft. The Aircraft has been test flown for 5 hours without incident. Prior to test flight, the landing gear was extensively tested whilst on the ground. The electrical issue was caused by the Gear motor shorting out when the damage occurred. Electrical system tested OK once the landing gear was repaired. Log-books have been updated with details of the repairs.	TT(PIC): 62.6 TT(Type): 15.8
6-Oct-14	Fisher MK1	Private LA, near Ballina, NSW	TBA	Fatality 1 POB Collision with terrain	Investigation currently ongoing	
8-Oct-14	ICP Savannah VG	Private LA, near Calliope, QLD	TBA	Fatality - 1 POB Collision with terrain	Investigation currently ongoing	
10-Oct-14	Jabiru J230	1M E Riverton, SA	1320	At approximately 3000 ft East of Riverton SA the Pilot side door flung open. It could not be closed from the inside so an emergency landing was executed in a nearby wheat field.	The doors on the J230 were old but fiddly to close. PIC acknowledges that he may not have properly closed the door properly. PIC now has an understanding of what sounds to listen for to ensure that the door has a good seal and closed properly.	

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Date	Aircraft	Location	Time	Summary	Investigation Outcomes	Time (Pilot)
15-Oct-14	Jabiru J170C	Tooradin(YTDN), VIC	1000	During pre-flight inspection a large quantity of oil was noticed dripping from the front air inlet and oil observed on the ground. Removal of the cowl revealed sheared through bolt on RHS front cylinder.	Maintenance conducted NFA required	TTIS:623.1 TTSM: 66.1
27-Oct-14	Pioneer 200	Gloucester (YGCR)	1130	A/C established on long final RWY17 when a smell of fire was noticed then smoke appeared from engine compartment. When it was determined that cleared land could be reached, on the northern boundary of RWY17, engine and electrics were shut down. Workers at a nearby farm observed the short landing and arrived within minutes with extinguishers. Damage was confined to the engine bay. Damage was to fibreglass cowlings, hoses and cables.	Discussed with PIC & L2, cause was identified as landing light wiring failure due to chaffing of supply wires for LL. CCT breaker was identified as activated but noted as 15A type. Appears mis routing of wiring loom to light in  Lower cowl was primary cause. Whether by intervention or manufacturer could not be confirmed.	
30-Oct-14	Brumby 610	Victoria		damaged the front nose leg and engine mount. When the aircraft was disassembled for repair the following defects were found: The hose to the water pump was not checked after installation and the hose clamp was found loose around the hose not tightened and coolant had been leaking. Wiring to the oil pressure sender and cylinder head temp was resting against cylinder number 2, causing the wiring to melt and required replacement. No lock nut on the throttle linkage rose joint. The fuel calibration to the dynon system was not completed prior to delivery and the owner was advised. No fuel calibrated dipstick was supplied to the new owner. Fuel leak on the right hand wing evident by a fuel stain from the leading edge to the trailing edge of the inbound section. Found to be the seal on the fuel sender unit not tightened correctly allowing fuel to leak internally running down the inboard section of the wing, where the fuel then leaked onto the rear window where it had permanently stained the window. Prior to the landing incident, the Left Hand master cylinder on the toe brakes fell apart due to the internal lock nut not being secured correctly.	When the aircraft was reassembled all faults were corrected. The engine bay was tidied up, the airframe was fully inspected where the faults were found. The aircraft was put through a full 100 hourly inspection schedule and no further faults were found.	TTIS: 15.7 TTSM: 15.7

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Date	Aircraft	Location	Time	Summary	Investigation Outcomes	Time (Pilot)
2-Nov-14	Aeropro Eurofox 2K	Raywood, VIC	1100	The pilot was involved in glider towing operations after an uneventful tow and during landing the PIC bounced the aircraft and in attempt to regain control the aircraft impacted a fence at the edge of the landing area. Substantial damage to the aircraft has been reported however no injuries were sustained by the PIC.	PIC referred engine failure issue back to manufacturer. Front nose wheel cowls cracked front and back and complete valve failure.	TT(PIC):330 TT(Type): 17
7-Nov-14	Mignett HM 1000	Gympie(YGYM),QLD	1430	Winds were within acceptable limits at take-off. PIC has flown in similar weather conditions before. A/C caught a crosswind approaching the threshold of RWY 14. A/C has no ailerons - PIC adjusted rudder and applied power for go around however right wheel touched the ground causing the aircraft to bank steeply to the right. PIC adjusted for bank using rudder again, cut power and was effectively blown sideways off the right of the runway.	The PIC is a paraplegic and was attached to the controls to assist his operation of them, hence why the passenger got out after the accident and was reported as 'legging it' away from the scene as he was actually going to get the PIC wife to assist in extricating the PIC who remained in the aircraft after the accident. Ops asked the PIC if he could have gotten out of the aircraft if there had have been a fire and he assured that he would have been able to.	TT(PIC):21.7. TT(Type): 21.7
8-Nov-14	FK Lightplanes FK14B2-Polaris	Cherrabah, (YCHB), QLD	PM	Bird strike to port flap. Either during take off or on landing at YSPE a bird collided with the port wing flap. The bird glanced off the leading edge of the Fowler flap and impacted the trailing edge puncturing the ceconite skin and fracturing five fibre glass ribs. The bird was not seen due to the high nose altitude during both take off and landing and the impact was not felt due to mild turbulence at the time.	The insurance investigator who was also an approved accident investigator confirmed the incident was result of a bird strike. The most likely origin of the event was at Cheribah, QLD on departure where trees are close to the runway Authorised repairs were carried out with approval from the LSA manufacturer. Pilots are reminded to exercise additional vigilance in relation to wildlife particularly in the take off and landing phases particularly where close to natural habitats.	TT(PIC):130 TT(Type): 60
9-Nov-14	Savage Bobber	Jacobs Well (YHEC), QLD	N/A	Aircraft is brand-new having only flown 5.2 hours at the factory in Europe. It is fitted with an Alaskan bush wheel rear tyre, size 11 x 5 x 4. During aircraft inspection it was discovered that the tyre had split. Closer observation shows this defect to be approximately 2 mm deep from what can be seen visibly. It seems to be a very obvious defect in the tyre lamination. This defect will be reported to the aircraft manufacturer and also the manufacturer of Alaskan bush wheels for their comments.	Tyre has been replaced	

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Date	Aircraft	Location	Time	Summary	Investigation Outcomes	Time (Pilot)
16-Nov-14	Sonex	Narrogin (NGR) WA	830	Aircraft on final, experienced very rough air just before touch down, aircraft dropped suddenly and hit the runway very hard causing the RH wheel assembly to break away from the strut. This caused the RH wing and propeller to hit the ground and the aircraft to veer to the right of the runway hitting a runway light.	Report reviewed. PIC failed to maintain appropriate control during landing phase resulting in Runway Loss of Control (R-LOC) event	TT(PIC):37.3 TT(Type) 5
17-Nov-14	DynAero ULC	Nth of Gundagai, NSW	1240	During flight the left side of canopy lifted approx. 5 mm. Arm used to hold. Speed reduced from 110 kt (indicated) to 95-100 knots. Landed at YCTM and removed seat belts to inspect re-closing of left canopy latch. Flight then continued as normal.	Removed seatbelts to inspect closing of left canopy latch.	TT(PIC):579 TT(Type) 14
17-Nov-14	Evektor Sportstar	Sunshine Coast (BSU), QLD	1625	The student pilot was conducting supervised solo circuits on RWY 12 at the Class D aerodrome under direct supervision of both CFI and SI. During the flare and hold off, on landing, the pilot allowed the aircraft to develop into a dynamic Pilot Induced Oscillation about the lateral axis and on attempted recovery, using power to initiate a missed approach, load control of the aircraft at approx 20' AGL. As a result the aircraft veered from the runway impacting the grass within the runway dimension and coming to rest in a ditch adjacent the runway.	Operations discussed mitigation strategies with the CFI and SI.	TT(PIC): 25.6 TT(Type): 25.6
23-Nov-14	Tecnam Golf	Bankstown (YSBK), NSW	1000	PIC conducted a cruise climb from 2400ft. Upon passing 2600ft the engine began to run rough/ surge from 3500rpm to 5000rpm. Temps and pressures were checked and the fuel flow was indicated 0.0, the auxiliary fuel pump was switched on the engine almost immediately responding with normal indications (including a rise in fuel flow to approx just under 2.0). Return leg was uneventful and all indications remained normal, although precautions were taken in case of a re-occurrence or an aux fuel pump malfunction.	On the ground the engine was tested without the aux fuel pump to 3500 rpm, fuel flow indications varied from just above 0.2 to 1.0, engine on the ground didn't run rough or show a surge in rpm. When the aux fuel pump was used on the ground (continued normal indications were observed with it on) and then when switched off the fuel flow gauge showed a large drop from approx 2.0 to just 0.2 then after 20 secs of continued would settle around 1.0.	
24-Nov-14	Airbourne Edge Trike	Private strip Theodore QLD.	800	PIC was flying along the airstrip at approx. 100ft when the motor lost power. Landing was attempted as there were power lines and a shed in front of the A/C. It was found there was not enough power to flare and the front wheel hit first and collapsed. The trike then rolled forward and landed on its side with damage to the wing and pod.	During a discussion with the PIC, it was found they did not account for different landing characteristics of aircraft with additional weight of passenger and landing with no power. The PIC will practice engine idle landings and consider different aircraft performance for future operations.	TT(PIC): 230 TT(Type): 230

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Date	Aircraft	Location	Time	Summary	Investigation Outcomes	Time (Pilot)
28-Nov-14	Evektor Harmony	Kalkite, Jindabyne NSW	1030	PIC took off on private airstrip with a PAX and 60 litres of fuel on board. The aircraft was performing normally when a strong downdraft hit the aircraft and PIC could not clear the 1.8m high game fence. On impact with the fence the propeller was damaged and PIC had no more power. PIC landed the aircraft in rugged terrain and after hitting a few rocks and trees the aircraft was hooked on a cow fence and came to stop. The PAX and PIC exited the aircraft without injury.	The pilot failed to appropriately consider the take-off performance implications with regard to distance available at this elevation, which was further exacerbated by local effects of mechanical turbulence and conditions resulting in an insufficient climb rate to clear obstacles. A combination of these factors resulted in impact with the fence at the upwind end of the airfield. The pilot has reviewed his operations and has ceased to operate in the same manner at this location.	TT(PIC): 312 TT(Type): 104
29-Nov-14	Skyfox CA22	Coominya, QLD	1400	While landing in gusty conditions, PIC made a firm touch down and bounced to the height of 18 inches to two feet. PIC held off and let the aircraft settle which was again firm and another bounce occurred. The starboard leg then failed and aircraft fell to the ground.	Tech responding to concerns that the welding on the undercarriage are appropriate.	TT(PIC): 1030 TT(Type): 443
30-Nov-14	Jabiru SP500	Mutapilly, QLD	1030	Precautionary landing due to engine vibrations (temps and pressures were normal). On inspection, the tappit adjusting screw on No. 3 cylinder head had worked loose, causing the inlet valve to stay closed.	PIC reset the clearance, tightened the lock-nut and checked compressions before starting the engine. Engine was ground run to full power with no signs of problems then flight was completed. No further problems have occurred since.	TTIS: 584 TTSM: 24
30-Nov-14	Atec Zephyr 2000	Bungendore		On inspection it was noticed there was movement of the top wing attachment. Investigation and consultation with the manufacturer confirmed that the wing attachment pin and the hole it fit into was out of specification. The pin was 19.96mm and the hole 20.05mm. No wear was detected in the wing spar or the fixing pin. It was felt that this was the size as delivered when the kit was built. It took very good light and very good eyesight to see the movement. No dimensions were given by the manufacturer at the time of build.	A new pin was sourced from the manufacturer with a diameter of 20.04mm. This was polished until it fit in the hole. The wing when fitted no longer moved. There is an allowance of 0.08mm between the size of the pin and the hole.	
2-Dec-14	Tecnam Sierra	Temora (YTEM), NSW	N/A	B module ignition system was replaced at the time noted on this report, due to previous rough running at various times, and the module finally breaking down completely on return from a training flight and subsequent ignition check prior to shutdown. A module ignition system replaced 3-12-2014 due to aircraft failing to start. B module failed after training flight, with evidence of previous rough running. A module failed after aircraft failed to start fro local flight, no previous evidence of rough running, and approx 150 hours later.	Both modules replaced at different times.	TTIS: 1540.9 TTSM:67

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Date	Aircraft	Location	Time	Summary	Investigation Outcomes	Time (Pilot)
2-Dec-14	Evektor Sportstar	Aldinga (YADG), SA	1330	During an instructional flight, late downwind the trim (presumably while being adjusted) moved to the full aft position and struck there. The instructor took over and landed due to excessive counteractive control pressure required.		TT(PIC):3400 TT(Type) 150
5-Dec-14	Jabiru J230C	Bond Springs (YBSP), NT	Early AM	On route between Bond Springs and Birdsville at A095 and some 22 NM short of PnR the engine of the aircraft began to vibrate which quickly developed into a cylinder out condition. A 180 degree turn was instigated and the aircraft was headed back to Bond Springs. A successful approach and landing was carried out at destination some 80 minutes later.	After a check of fuel, oil, and ignition components, all of which appeared normal, the engine was pulled through and it was evident that there was very little compression on one cylinder. A leak down test identified No 6 cylinder as the faulty component. It was also noticed that the test results indicated lower readings than the previous leak down test carried out pre the incident flight some 3 hours time in service prior. Decision made to remove all cylinder heads and evaluate their continued airworthiness.	
6-Dec-14	Sonex	Callington, SA	N/A	Extensive wear of LH rotor button and distributor cap, lesser wear on the RH parts due to tight tolerances of between the alternate parts fitted by the factory to engines 22A3574 through 22A3864. The LH rotor button did not appear to be fitted correctly from installation at the factory, as there is more glue in the top of the rotor button than the RH side, there is also a void which illustrates that the setting of the button on the shaft wasn't snug. Due to the very tight tolerances introduced with the alternate parts, poor fitment of the LH rotor at the factory led to its rapid and extensive wear in 23 hours of operation. Even though the RH side had been fitted correctly, the rotor button had a wipe of melted plastic across it and significant wear at the brush contact point.	At present owner has advised Manufacturer of the issue as requested in their advisory letter and is awaiting their response. Owner expects to replace both the rotor buttons and distributor caps with the correct part numbered items, now that Jabiru are able to source the original Bosch components from Japan.	TTIS: 23.1 TTSM:13.1
13-Dec-14	Jabiru J120 C	Mildura (YMIA) VIC	2030	Upon landing flare commenced too high resulting in bounced landing. On subsequent landing (after bounce) PIC momentarily loss of control on the ground resulting in aircraft leaving the runway to the right.	PIC failed to maintain appropriate control during landing phase, Runway Loss Of Control(R.LOC) event	
16-Dec-14	Sling 2	Archerfield (YBAF), QLD	1020	Pilot entered runway 28R without take-off clearance, having misinterpreted ATCs "hold" direction. Another aircraft on approach to 28R called a "go around" as a consequence and pilot was subsequently issued a take-off.	Pilot and CFI spoke to ATC involved and discussed the incident.	TT(PIC):70.2 TT(Type) 2.7

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Date	Aircraft	Location	Time	Summary	Investigation Outcomes	Time (Pilot)
17-Dec-14	Jabiru J160D	Tyabb (YTYA), VIC	1730	After touchdown PIC slowed down to a taxi speed however could not get off the middle taxiway. The next taxiway was the one at the very end near RWY35 threshold (RWY was undergoing maintenance and was blocked off for taxi use). PIC back tracked to runway and exit on the middle taxiway. PIC did a right hand U-turn on the runway by going on to the grass, due to a narrow strip, and entered the ditch on the western side of the runway. Prop struck the ground and then stopped. PIC quickly shut down the aircraft and inspected the damage. Visible prop damage evident and possible engine damage due to prop strike.	Operations contacted the CFI, and he confirmed briefing the PIC with regard to operations on a narrow runway like Tyabb, along with developing SOPs for operations at Tyabb, in an effort to prevent a recurrence.	TT(PIC): 550 TT(Type): 445
19-Dec-14	Foxcon Terrier	Kyeema SA	1600	PIC experienced sudden engine failure.	After engine inspection if the engine defect was found to be a broken valve stem. A Subaru mechanic advised that the engine may be running clean or too far advanced. The motor was beyond repair and owner has purchased a new replaced engine.	TTIS:190 TTSM:34
20-Dec-14	Jabiru J120	Tooradin(YTDN) VIC	1600	Diverted off original course due to decaying oil pressure.	CFI reported the reduction in oil pressure to the maintainer for further investigation. Tech Mgr spoke with L2 and verified that PIC had misread the dipstick. The L2 drained approximately 1.2/3 litres from the engine which should have had at least another 600mls. The engine was inspected and was given a oil change and ground run with nil defects evident. A test flight was completed and the CFI and student were shown correct procedures for the checking of the oil level in Jabiru engines.	TTIS: 1154.2 TTSM:13
20-Dec-14	JT1 Monoplane	Bendigo (YBDG), VIC	1030	After landing touchdown, a wind gust caused aircraft to veer starboard. Re-active rudder & brake application failed to correct the veer with the result being a 'ground loop' & sideways slide. Both undercarriage legs collapsed. Port wing & propeller contacted ground.	Severe damage to undercarriage, port wing & propeller. Pilot interview conducted and pilot was familiar with conditions although gusts were identified in landing phase. Recommended mitigation included landing grass where possible in tail wheel configured aircraft and selecting a different aiming point deeper into threshold area where bitumen landings are required. Pilot has continued to operate in alternative aircraft with no occurrences.	TT(PIC): 534 TT(Type): 94

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Date	Aircraft	Location	Time	Summary	Investigation Outcomes	Time (Pilot)
20-Dec-14	Savannah VG	Cessnock, N.S.W.	1300	The aircraft engine instruments were normal. The Aircraft fuel tanks contained (starboard outer - 28 litres and inner - 23 litres/ port inner- 18 litres and port outer - 13 litres). The outer tanks were selected. At approximately 450' the engine lost power and Pilot called 'Mayday' on runway 17 and aircraft turned back and the starboard inner was turned on. The engine came back to full power after the turn however PIC reduced power to zero so as to complete the downwind landing. The engine behaved normally from then on.	The aircraft suffered fuel starvation due to inappropriate management of the 4 tap- tank system on this aircraft. The PIC has amended his fuel management procedures in accordance with the POH and manufacturer recommendations. Pilots are again reminded of the obligation to report any declared emergency to the ATSB and RA-Aus. as outlined in section 4.08 of the Operations Manual.	TT: TT on Type (Dual): TT on Type (Solo): 115.2
22-Dec-14	Fly synthesis Storch 500S	5NM West of Caiguna, WA	1130	Two hours into a night, the pilot side door suddenly opened (the door frame fracturing at the top RHS corner). Whilst struggling to control the aircraft and re-close the door, the door separated from the aircraft. Control was regained and the flight continued. An hour later the passenger side door opened and broke. This time the door was secured and the plane was flown to a nearby airstrip where a landing was carried out. The broken door was removed and the plane was flown on to Victoria uneventfully.	Plane delivered to Tyabb with no doors. Distributor of Flysynthesis aircraft (Caz Monteleone) notified. Aircraft under maintenance. Ops counselled pilot regarding completion of flight under the circumstances. Pilot misunderstood door off operation of the aircraft as per POH.	TT(PIC): 601.8 TT(Type): 8.9
27-Dec-14	Jabiru J160	2 km East of Tungkilo, SA	1700	On Cruise at 3500ft. at 100 knots, a sudden vibration occurred from motor with loss of power. PIC performed a successful emergency landing with no injury to crew or aircraft. The engine failure was originally reported as number 1 cylinder bottom through bolt as the problem. On further inspection it was discovered to be number 1 cylinder front bottom stud.	Owner/ PIC has grounded aircraft until the engine is rebuilt or replaced.	
29-Dec-14	Bearhawk Patrol	Busselton (YBLN) WA	1500	On down-wind runway as a clevis pin securing the right hand rudder cable came out. The spring on the left hand pedal pulled the left rudder and the aircraft entered a spiral dive to the left. By applying full right aileron (back elevator) and reducing speed to a minimum, the PIC was able to stop the rotation and regain control. In a full cross control descent PIC was able to land the aircraft in a paddock adjoining the airport, going through a star picket fence.	Damage to aluminium engine covers and boot cowl. Some minor damage to fabric from the wire however no serious structural damage. PIC doing repairs and 100 hourly on aircraft currently. Owner will replace clevis pins on control wires with bolts, castle nuts and pins.	TT(PIC): 850 TT(Type): 100

Accident-Incident Summaries 2014

Date	Aircraft	Location	Time	Summary	Investigation Outcomes	Time (Pilot)
31-Dec-14	Lightning LSA	Dunwich (YDUN), QLD	800	On landing, rear wheels touched down first, PIC allowed the nose wheel to touch down and travel above 10 ft. The nose wheel bounced up then down breaking the leg then the aircraft came to a stop. The nose wheel had buried in the soft section then hit a hard section of runway.	<p>conducted after a report was received. No previous damage was reported or declared in relation to the aircraft and the pilot landed within the marked area for this ALA. The pilot concluded that a longer hold off after initial main wheel contact would have been more prudent given the varying surface types and reported that he was not current or familiar with the landing surface at YDUN. Accident primary cause was due to insufficient hold off in landing phase on a soft field landing area.</p> <p>A secondary element was the activation of the fixed 406 Mhz ELB in the aircraft upon impact. The activation was detected by AMSAR but as the unit had not had its registration updated by the current owner and the contact details were incorrect, it extended the initial escalation procedures. All pilots carrying ELB/PLBs are urged to ensure that the current details for their emergency beacons are registered and recorded with AMSAR via their website.</p>	<p>TT(PIC): 174.9 TT(Type): 23.1</p>