

Accident and Incident Summaries 2015

Date	Time	Location	Aircraft	Pilot Hours	Pilot Summary of Events	Outcome of Accident or Incident
06 01 2015	1500	Approx 25NM from Lethbridge (YLED) VIC	Sonex	TTIS: 133 TTSM: 0.5	Engine had just been rebuilt with oil pressure checked and a test circuit flown. Owner was concerned that the CHT of one cylinder was showing high however was told that it was expected on a rebuilt engine and that it would stabilise as the engine was run. A few minutes into flight the same cylinder was reading high CHT again. PIC reduced RPM to help reduce the CHT. The CHT started reading high again soon afterwards so PIC reduced the RPM even further to reduced heat production. Again there was some improvement however only for a short time as the CHT rose once more. PIC reduced the RPM to minimum recommended for flight and turned back to YLED hoping to make it back. At that point the engine stopped completely and PIC believed the engine had seized. PIC immediately carried out a forced landing into the nearest suitable field. The landing was good however the plane ran into a wire fence at the end of the field.	Ongoing
09 01 2015	710	Rockhampton (YBRK) QLD	Cheetah Sierra 100	TT(PIC): 2049.6 TT(Type): 0.2	On first flight the approach was made at a slightly higher than normal speed. PIC did not hold off long enough, resulting in the aircraft bouncing. Power was applied in an attempt to hold off however the last bounce eventuated in nose wheel first that resulted in a bent nose wheel leg.	Operations attended this accident with the school CFI and determined that the pilot induced a "balloon" condition in the flare phase of flight during landing and consequently failed to initiate appropriate procedures for recovery allowing the aircraft to pitch down impacting the propeller and nose wheel assembly. Additional dual training of this minimum experience pilot was recommended and agreed.

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10 01 2015	1320	Overwater 2km S Moreton Is.	Seamax M22	TT(PIC): 906.6 TT(Type): 56	On approach for a touch and go on water aircraft was approx. 40 ft. off water, maintaining approach speed of 60 knots with 100 degrees of flap deployed. The aircraft was not flared. Aircraft was suddenly hit with a significant downdraft which caused the aircraft to drop rapidly and impact the water with significant force. The impact broke the rear tail section of the aircraft and aircraft began to take on water. Two occupants abandoned the aircraft into the water.	The PIC believed severe wind gradient or wind shear conditions resulted in the unexpected and uncorrected sink on the landing approach which resulted in the severe impact with the water. It was further surmised that following an earlier successful landing in the same area 2 hours prior the prevailing wind had shifted SE, exacerbating unfavourable conditions which were not identified in the approach phase. Operations caution pilots that waterborne flight operations impose significantly greater risks to pilots with mechanical turbulence and leeside effects making the water surface appear protected but adding to hidden dangers in the approach phase of flight. These risks are often magnified by lack of suitable wind indicators in unmarked landing areas™ necessitating an increased situational awareness and method of determining overall landing conditions to ensure safety.
11 01 2015	700	Ingham QLD	Thunderbird	TT(PIC): 137 TT(Type): 1	Aircraft impacted a wallaby on runway and caused damage to aircraft. Long grass was around the runway. Aircraft had a slight bend in the wheel strut which has been replaced.	Grass next to runway has been mown in order to see what animals are in the vicinity.
18 01 2015	955	7.5NM S Narromine NSW	Jabiru J160C	TTIS: 318.4 TTSM: 15.9	During a check flight South of Narrmoline (in cruise mode RPM 2900), the engine made a few small shudders. PIC thought possibly carbon on the plugs - Aircraft continued with a slight vibration starting. PIC assumed it possible carb icing however the conditions were not appropriate. PIC applied carb heating to no avail (then shut it off). PIC conducted mag check and switched off left mag which resulted in vibrations doubling in velocity, so switched it back on and reduced power. The engine came to an abrupt stop before PIC had time to switch the fuel pump on to check the fuel system. Restart proved to be of no use therefore a glide speed of 70 kts was adapted for an emergency landing. Aircraft safely landed with no damage to either aircraft or persons on the ground or on board the aircraft. Radio call was made to CTAF as there was another aircraft in the area to inform them they were conducting a forced landing.	Ongoing

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20 01 2015	1530	Bordertown (YBOR) SA	Jabiru J170	TT(PIC): 19.3 TT(Type): 19.3	Propeller strike on landing with a side gust lifting the side of the plan on flare forcing the nose down.	The PIC was interviewed by telephone and has reviewed the accident with his CFI. It was agreed a combination of low experience, strong and gusty conditions in the approach and the aerodynamic control of the aircraft were collective factors in this accident. Risk mitigation and further training and awareness have been undertaken with the CFI. Limited experience pilots must exercise extreme caution in flying in conditions that are at the extent of both the pilots or aircraft demonstrated performance. A thorough knowledge of mechanical turbulence and anticipation of these effects on the approach is essential development for all pilots.
27 01 2015	930	Warwick (YWCK) QLD	Jabiru J160	TT(PIC): 42 TT(Type): 42	During climb to cruising altitude of 5500 ft a bang was heard towards the front centre of the aircraft from the PIC. A slight vibration was noticed so the PIC made the decision to return to the airport of origin without further incident. A piece of fibre glass (100x100) broke away from the back of the spinner.	Ongoing
27 01 2015		Sublime Point, NSW	Pilatus	TBA	Fatality 1 POB	Investigations in conjunction with police are ongoing.
31 01 2015	1500	Boonah (YBOA) QLD	Tecnam Golf	TT(PIC): 75 TT(Type): 40	After departing from Heckfield on return to Boonah, PIC & PAX were in the final for landing on Rwy 22 when they experienced a sudden downdraft from a close by thunderstorm which expanded the PIC harness just enough to hit the top of the canopy with the PIC headset to break it. PIC aborted the landing in Boonah and returned to Heckfield for a safe landing.	not feel any pain or injury. The passenger was not subject to any contact as he was a shorter build and had more head room available. The hit to the canopy was strong enough to brake a piece of 150mm x 300mm out of the acrylic however remained safe enough to fly. PIC intends to avoid thunderstorm activity and ensure that the seat belt is more tightly restrained.
01 02 2015	900	Abergowrie Airfield QLD	Drifter	TT(Type): 250	The CFI briefed a planned demonstration prior to the final touch and go sequence to develop EFATO recovery actions for the pilot undertaking training in the type. Subsequent to recovery actions, the aircraft developed a roll to the left, most likely as a result of stall of the port wing. This was recovered but the ensuing flight path was now parallel to the runway and placed the aircraft in a direct collision path with trees adjacent the runway. The impact resulted in the aircraft coming to rest in a vertical position. The pilot extricated himself from the wreckage and assisted the instructor to exit the wreckage.	The aircraft entered a stalled condition and subsequent departure consistent with a stall and incipient spin which was partially recovered by the Instructor resulting in a semi controlled collision with terrain.

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02 02 2015	1510	Gawler (YGAW) SA	Onex (Sonex Variet)	TTIS: 1.1 TTSM: 1.1	Initial test flight after Taxi Trials and Ground Running - Normal Take Off & Climb Out (Rwy 23) at 3200 RPM, until approximately 300 ft when a rapid increase in all Cyl Temp was noted to over limits: (Min 140 F - Max 450 F). Engine slowly decreased in RPM to 2500 RPM with a significant power loss. 70 Kts was maintaining with lowering nose while positioning for landing on Rwy 13. Advised "All Traffic" that 8568 was positioning for immediate landing on Rwy 13. Established 65 kts with zero flap on Final Descent to Rwy 13 when Aircraft stalled at approximately 100 ft AGL with a Right Wing Drop. Aircraft impacted ground and caught fire and Pilot exited aircraft. Canopy had shattered enabling Pilots exit	Ongoing
05 02 2015	1500	Kyneton (YKTN) VIC	Sonex	TT(PIC): 424 TT(Type): 186.4	PIC had just left the run-up bay and was taxiing south briefly before making a right turn into the east/west taxiway (all taxiways at Kyneton are surfaced with a fine gravel and there is a large spoon drain on the southern side of the E/W taxiway). Wind from the SE tended to resist the turn by causing the tail-wheel to skid on the loose surface. PIC applied brakes to avoid the danger of running into the drain, but applied them too quickly, causing the aircraft to nose over, striking the propeller on the ground and stopping the engine.	Ongoing

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06 02 2015	935	Cobden (YCDE) VIC	Pioneer P300 Kite	TT(PIC): 38 TT(Type): 12	PIC noted the windsock indicated a 10kts wind from the South. A full flaps landing on rwy 18 was chosen and approached at the recommended speed of 60kts. PIC was forced to go around twice due to significant updraft near start of 18 which arrested the descent and PIC judged the approach height too high to land safely in the 900m of available runway. For the third attempt PIC chose first stage flaps only (15). Aircraft touched down faster (65-70kts) as expected and experienced slight porposing. PIC applied the brakes the lever went right to its stop however the aircraft did not perceive any significant braking effect. Aircraft passed the exit half way along 18 with the brake fully on with no significant reduction in speed. PIC applied the toe brakes with no effect. As Aircraft approached the end of 18 it swerved to the right and was stopped by the fence on the RH side. When PIC exited the aircraft they noted that the wind was now gusting from the East.	Ongoing
07 02 2015	AM	Cessnock (YCNK), NSW	Lightning	TT(PIC): 84 TT(Type): 60	Aircraft crossed end of runway whilst another aircraft was on take-off. Aircraft was not seen by PIC or passenger and no radio call was heard (or given by the other aircraft)	Ongoing
07 02 2015	1015	Forest Hill (YFRH) QLD	Sapphire LSA2	TTIS: 257 TTSM: 7	Aircraft experienced a partial engine failure about one minute after take off. PIC turned back to the field however lost more power. PIC put the aircraft down in a paddock about 500 meters short of the field.	After L2 inspection it was determined that the partial engine failure was fuel supply related with suspected issues with the fuel pump
10 02 2015	AM	Townsville, QLD	Thruster Drifter	TBA	Fatality 2 PIC	Investigations in conjunction with police are ongoing.

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15 02 2015	1110	Yarrawonga (YYWG) QLD	Tanarg	TT(PIC): 81 TT(Type): 81	On low short final, close to the end of runway 05, PIC encountered turbulence causing the aircraft to drift to the left. PIC put on full power for a go round however, the aircraft only pulled around to the left, hitting the ground and going back into the fence.	<p>The PIC was qualified to conduct the flight and the aircraft was serviceable and compliant in operation. Meteorological conditions were good and not considered of any significant relevance in the accident. The PIC lost control following an inappropriate approach to runway 05 at Yarrawonga (YYWG). This was most likely exacerbated by a delayed decision to abort the landing and the application of full recovery power whilst in a rolled and possibly pitched control condition allowing a coupling of aerodynamic forces that exceeded the command authority at the lower approach speed identified.</p> <p>Further actions: The PIC has been referred for refresher training on the particular runway and review of approach profiles and missed approach procedures in relation to low thrust line weight shift aircraft. The CFI intends to also undertake further familiarisation training with other pilots on the same re-opened runway.</p>
15 02 2015	1400 - 1420	Busselton (YBLN) WA	Evektor Sportstar	TT(PIC): 9.1 TT(Type): 2	PIC gave downwind call on RWY21. Second aircraft began entering and back tracking on RWY 03. PIC got to base and gave the call for RWY21 and started the descent. At mid-base PIC noticed a shadow on the ground of a plane then found the other aircraft taking off from RWY03 whilst they commenced landing on RWY21. The other aircraft went under the PIC with about 200ft separation. PIC applied power and began to climb to normal circuit height and extended their base and turned late final and flew over the runway at 1000ft to come around for another circuit.	

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18 02 2015	600	Archerfield (YBAF) QLD	Cessna C162	TT(PIC): .1 TT(Type): .1	During approach to land on Runway 28R, PIC had three stages of flap and did not hold the nose up enough which caused a bump. At the time the PIC foot slipped off the rudder. The PIC corrected and applied full power to proceed on a fly around however applied full power with too much left foot on the rudder which sent the aircraft left. PIC attempted to land on the adjacent runway and to reduce power however aircraft continued left which resulted in a crash landing crossing two runways.	An audit of training processes was undertaken in relation to this student pilot and Operations confirmed compliance in relation to the flight and training undertaken. A combination of poor decision making in reference to landing point and subsequent actions led to a loss of control event in an attempted missed approach. Remedial training has been requested for this student prior to further solo flight.
25 02 2015	1430	Darnick ALA NSW	Lightwing	TTIS: 301 TTSM: 10	After finding a crack in the exhaust outlet of muffler (was not visible during initial inspection of the day) PIC safety wired the outlet and decided to return to base. Half way through transit the noise level increased and PIC decided to land on Darnick ALA - after a low power descent PIC landed uneventfully. PIC removed muffler and had it rewelded and continued back the following day.	While this is not a preferred practice, the PIC has made a judgement call on the airworthiness of the aircraft. The major risk here is carbon monoxide exposure and if the cabin was fitted with a dead dot Carbon monoxide warning the expose and risk would be minimal. The fact the crack propagated and become unserviceable later in-flight would indicate possibly a design fault or missed during routine maintenance. As the maintenance and repair for this would be covered under the current repair schedule and as long as the repair was carried out by a person suitable(25 Reg needs approved welding authority) the only follow up would be to see who did the weld repair and the logbook entry.
26 02 2015	900	Penfield (YPEF) VIC	Texan	TTIS: 1180 TTSM: 40	Normal approach and touch down on mains at approximately 55 kts. Nose wheel lowered at approximately 50 kts and nose wheel strut collapsed. Aircraft came to a full stop. Moderate damage to aircraft with prop strike and damage to nose strut and nose wheel U bracket.	Ongoing

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28 02 2015	PM	Jaspers Brush NSW	Evector Sportstar		Conducting circuit operations as training flight. Upon take off (after a touch and go) student input left rudder instead of right rudder, once full power established. Instructor was unable to override pressure to maintain the aircraft straight along the runway. Aircraft veered to the left side of the runway impacting a tyre as lift off occurred on underside of horizontal stabiliser (tyre used as a runway marker). Circuit was continued as airborne and a full stop landing occurred. Aircraft was checked by instructor and L2 maintainer finding nil damage.	The student allowed the aircraft to yaw excessively during the take-off roll which could not effectively be fully recovered by the instructor. Control protocols and operational guidelines have been reviewed and modified by the school to mitigate further occurrences.
04 03 2015	1400	Tolarno Station	Tecnam Echo	TTIS: 536 TTSM: 26	Motor stopped, PIC had to make emergency landing in sand hills to miss trees. Aircraft travelled 30 m along the ground when the sand hill fell away steeply. Nose wheel collapsed and nose dug into sand, plane went over onto left wing.	Ongoing
09 03 2015	535	Penfield (YPEF) VIC	Ekolot Topaz	TT(PIC): 233 TT(Type): 60.5	Departed on Runway 18, conducting circuits with Simulated Engine Failure on Take off. On approach for landing, aircraft experienced windshear undershoot. Full power was applied to recover. Full power was insufficient to recover from undershoot shear and aircraft touchdown on runway, resulting in a cracked port main undercarriage leg and nose leg strut damage. There was no propeller damage. Grass runway condition is poor. Runway requires grading. During landing roll, aircraft hit pot holes and pulled aircraft to the left off the runway. Cracked port main undercarriage strut and nose leg strut damage.	The PIC (Instructor) lost control of the aircraft during the landing phase(R-LOC event). Insufficient consideration of weather conditions in relation to the flight exercise were also contributing elements to this accident.
09 03 2015	N/A	N/A	Jabiru J160C	TTIS: 5007.9	Defect report stating original Bolt wing attachment bolt. (See JSB 037-1). 5007.9 hours of operation on clump grass strip. Free play movement in wing attachment at 5000 hourly. Serviced at Jabiru Aircraft, broken bolt found.	See JSB 037-1 released 20 Mar 15. Owner contacted and advised to check wing attachment bolts on other 5000 hours aircraft. Manuals updated for 2000hr life on bolt.

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13 03 2015	N/A	N/A	Cessna 162	TBA	Lower wing strut attach fitting item 30 part # 0911710-29. Pilot reported a slight clicking noise at the top of the LH wing strut attach area. Further investigation revealed the problem to be with the lower wing attach strut mounting. Maintainers removed hardware and measured the bolt and hole and came up with the following clearances LH .022 inch RH .026 inch, the bolt is a close tolerance, NDTâ€™d bolt, special order from Cessna measuring .499 inch	It is permissible to use Loctite contact adhesive on the fitting. While the adhesive is wet and bolt installed lift the wing so that the max travel of the play between the bolt and fitting is at its upper limit, torque the nut. Maintainers concerned that manufacture solutions may not be satisfactory and as such reported to RA-Aus.
13 03 2015		Penfield (YPEF) VIC	Texan	TT(PIC): 19500 TT(Type): 2500	After completing six touch and gos on RWY18 at Penfield with student flying PIC commenced approach on RWY18 for final touch and go. Touch down at 55 kts 100 meters in. PIC lowered nose wheel at approximately 45 knots and was about to initiate touch and go when nose strut collapsed - power was still at idle and aircraft stopped on rwy.	The maintainer received a response from Cessna that has been forwarded to Tech. The response was deemed to be less than adequate and Tech Manager has escalated to SASAO.
14 03 2015	1215	Bankstown (YSBK) NSW	Tecnam Golf	TT(PIC): 462 TT(Type): 31	After a session of circuits during landing roll on runway 11L, PIC realised that brakes had partially failed. Used partial brake pressure to slow down the aircraft. Advised Bankstown tower about the problem and informed that aircraft would require longer than usual landing run. Due to slow landing speed of the aircraft and more than sufficient runway length available there was never a concern for overrun. Right hand main wheel brake assembly: The brake disc had separated from the wheel and there is some damage to brake callipers.	Ongoing
14 03 2015		Clifton (YCFN) QLD	Zephyr	TTIS: 620.5 TTSM: 20.5	DEFECT: Engine was hard starting and had a tendency to 'backfire' consistent with a Sprag Clutch failure. Grounded aircraft and ordered parts. Parts ordered and engine removed to replace sprag clutch. Maintainer found the Circlip that was supposed to retain the sprag roller assembly was hanging on the outside of the sprag clutch outer housing. The Circlip was distorted, with a few shallow 'nicks' but is otherwise complete. LH Retaining Nut (M43x1.5) was removed without significant effort. Light scuff marks found on the SC outer housing (drum) and the sprag roller assembly cage has minor damage on both sides.	Using manufacturer installation instructions and advice, a new Sprag Clutch assembly has been installed, various seals, gaskets and O rings replaced. Engine has been reinstalled in the airframe and returned to operational condition. Maintenance Log has had details of repair entered.

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15 03 2015	1300	25nm Sth Rockhampton (YBRK) QLD	Savannah	TT(PIC): 2453 TT(Type): 2453	At time 0255, an unidentified aircraft was observed 25 nm south of RK, climbing through (unverified) A060 and tracking to the northwest. Several calls were made by the LMA controller and at time 0300, the pilot of the aircraft responded. The aircraft was identified and its level verified as maintaining A080. The aircraft was clear of CTA at time 0303. There were no traffic issues.	The PIC is to complete a review with an examiner focusing on CTA planning and avoidance using traditional navigation techniques and use of landmarks as it is believe PIC may have been using a GPS as primary navigation source.
18 03 2015	1530	Mittagong (YMIG) NSW	Brumby 610	TT(PIC): 2900 TT(Type): 0	Aircraft was on a navigational exercise and approached Mittagong airfield from the North, overflying at 3800. Two right hand orbits were conducted in the process of descending to join RWY24. As the aircraft joined crosswind for 24, the PIC applied throttle, but the engine did not respond. Troubleshooting checks, including application of Carb Heat failed to make the engine produce more than idle power. A glide approach to RWY 06 was established and during a positioning turn the engine stopped completely. A successful landing was carried out on RWY 06.	Investigations on the ground confirmed that the left fuel tank was empty and the right fuel tank contained 38 litres. No apparent problems were found, so the engine was re-started and found to operate completely normally. The instructor is of the opinion that the right hand tank unported during the extended right hand turn prior to landing, leading to fuel starvation. The symptoms of the failure and engine handling prior to the failure do not seem to support carburettor icing, but it cannot be discounted completely. This is first reported instance that Tech aware of, No Further Actions as it would appear to be pilot related not maintenance related.
20 03 2015	600	Archerfield (YBAF) QLD	FK14 B2		Electrical system failure during circuits at YBAF which disabled the VHF radio (Micro air M760) and the DYNON D120 EMS. The aircraft was landed and taxied safely back to the apron after squawking 7600 and receiving green clearance lights from YBAF tower.	A modification by a previous owner enabled the battery to be removed from the circuit via a switch located near the throttle level which is easily knocked when operating the throttle. The battery is an integral part of the circuit and provides significant filtering of the alternator/ regulator output. The new owner has reverted the aircraft's electrical configuration to original which will prevent the battery from being isolated from the circuit.

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20 03 2015		Busselton (YBLN) WA	Evektor Sportstar	TT(PIC): 95.4 TT(Type): 58.3	Landed centre line runway 03 YBLN on second stop and go circuit. During roll out, the aircraft suddenly veered sharply to the left. Corrected with very firm right brake/ rudder. From fully stopped, I applied power to realign however the aircraft would not move. PIC exited the aircraft to inspect, finding left wheel at an angle and rigid and could not be rolled from the runway. PIC managed to move the aircraft off the runway with airport safety officer and other bystanders. Further inspection showed that the left wheel castle nut, spilt pin and bearing were missing, presumably dislodged during circuit procedures. Hence the wheel collapsed onto the axle, jamming the rotor in the brake. Owner engaged with 2/ LAME to review situation and find cause.	Ongoing
23 03 2015	N/A	N/A	Rokospol	TBA	Defect report made highlighting potential design flaws in Roko aircraft. Items noted include rudder remaining offset after application, stick shake in pitch and issues when entering and recovering from stall. Aircraft modifications conducted: C of G issue corrected by the manufacturer by placing 14 kg of lead at the very forward limit of the engine and moving the pilot and passenger seat forward approximately 50mm. The aircraft had Vortex Generator's installed on the underside of the horizontal stabilizer approximately 50mm forward of the elevator hinge, which were removed by the manufacturer.	Technical liaising with manufacturer to resolve issues
25 03 2015	N/A	Serpentine WA	Fly Synthesis Storch	TTIS: 216 TTSM: 16	Maintainer had just completed an ACR for change of ownership and found: Jabiru SAFETY DIRECTIVE and SERVICE BULLETIN JSD/B 031-2 and SAFETY DIRECTIVE and SERVICE BULLETIN JSD/B 031-3 ISSUE 3, and expired BULLETIN - JSB 031 ISSUE 1 are not mentioned in the Maintenance Log. All relate to Through Bolts. Further, the existing Through Bolt nuts indicate the BULLETINS HAVE NOT BEEN COMPLIED WITH. Tech investigating	Ongoing
26 03 2015	1130	1NM Nth Grafton	Jabiru SP6	TT(PIC): 1200 TT(Type): 80	Loud bang heard from front of aircraft. Violent vibration and engine shut down. Uneventful landing into private paddock.	Nil damage to aircraft apart from fibreglass skin departing one blade of propeller which caused the issue. New propeller fitted and Aircraft thoroughly checked over.

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27 03 2015	800	Agnes Water ALA	Jabiru 230		Upon touchdown on RWY14, a kangaroo (5ft) ran from left to right in front of A/C. Pilot reacted by raising the nose and main wheels off the ground. One blade of the timber propeller stuck the kangaroo. The animal also had a minor impact with the nose wheel. A normal landing was conducted following the impact.	This particular ALA has dense vegetation and a conducive habitat for kangaroos immediately adjacent the narrow runway. Pilots need to be aware of animal behaviour especially in early mornings and late afternoons where kangaroos migrate from the cover of shade to feed. LA's and ALA's generally do not offer the greater protections of registered and certified AD's in relation to animal containment.
28 03 2015	N/A	Caboolture (YCAB) QLD	Airborne Tourer - Streak III		Defect Item: WING ADJUSTER WEBBING CAP RHS. The conduct of a post flight inspection highlighted a small stress crack in the right hand wing adjuster webbing cap, radiating from the securing screw (IPC item #10, part number 105140, drawing number 5909).	Both left and right hand leading edge tensioner assemblies (part numbers 104669 & 104740 respectively, drawing number 5172) were replaced with the new style parts purchased and supplied by Airborne. 2 test flights were subsequently conducted to confirm wing tuning settings.
29 03 2015	1210	Ballarat (YBLT) VIC	Tecnam		On returning from a cross country flight PIC experienced a sudden yaw (rudder) to the right hand side. The aircraft subsequently went into a right hand turn and PIC was unable to correct with left rudder however gained enough control of the aircraft (with crossed controls). PIC declared an emergency and side slipped onto runway 30, landing without incident.	LAME discovered that someone had changed the tensioning springs that were part of the rudder pedals to nose wheel link that returned the pedals to centre after a rudder input. The replacement spring had a much lower tension. LAME took the springs off the Ballarat Sierra and fitted them to the Bravo. The test flight with the CFI following the swap of springs resulted in perfect flight handling. There was no record of the springs being changed in the logbook and no one is aware of any modifications however explains why the aircraft was flying perfectly for years and then suddenly displayed abnormal behavior. Aircraft owner concerned about some L2's sourcing parts from Repco, Bunnings Aerospace and other automotive suppliers.

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29 03 2015	1140	Moorabbin (YMMB) VIC	Foxbat	TT(PIC): 515.5 TT(Type): 146.2	After landing PIC taxied back to the parking area. During parking PIC accidentally hit a parking cone. Shut down engine immediately and inspected. Found chip on one of the propeller blades. Reported to CFI and aircraft grounded for maintenance.	TECH MGR response: It is the responsibility of the maintainer to follow the prescribed maintenance manual procedures and use only parts supplied or approved by the manufacturer. To use "Bunnings" grade parts is a blatant disregard for the appropriate processes and if this was proved or identified by the RA Aus Tech Team the L2 in question would have their privileges suspended until an in-depth investigation was completed. In regards to the maintainers asking about AN bolts as stated, as long as they have a letter of authorization from the manufacturer, this is legal.
29 03 2015	1630	6M East of Kapunda SA	Jabiru 230D	TTIS: 346 TTSM: 16.9	Engine Failed-Conrod failure	Ongoing
30 03 2015	1545	Colac (YOLA) VIC	Jabiru 170D	TT(PIC): 15.8 TT(Type): 15.8	Whilst in the flare for touchdown on Rwy 27 a gust of wind tilted the aircraft and the propeller tips struck the ground. Propeller tips delaminated	Student will receive additional training before next solo flight. Review of go-round procedures when on final.
31 03 2015	1030	Ballarat (YBLT) VIC	Tecnam	TTIS: 404.4 TTSM: 37.3	Completing a check flight after inspection. Aircraft was on downwind RWY18 85 kts, straight and level. The aircraft rolled and yawed to the right without warning. PIC applied full left rudder and full power and the aircraft shuddered and recovered. Recovery was not instant but did return to level flight. Rudder required a lot of pressure to move much more than normal. Lost about 200 feet. Completed circuit and made a full stop landing without further incident. The Aircraft had suffered a similar incident on Sunday 29/3/2015. . Aircraft Grounded until fault identified and repaired.	LAME discovered that someone had changed the tensioning springs that were part of the rudder pedals to nose wheel link that returned the pedals to centre after a rudder input. The replacement spring had a much lower tension. LAME took the springs off the Ballarat Sierra and fitted them to the Bravo. The test flight with the CFI following the swap of springs resulted in perfect flight handling. There was no record of the springs being changed in the logbook and no one is aware of any modifications however explains why the aircraft was flying perfectly for years and then suddenly displayed abnormal behavior. Aircraft owner concerned about some L2's sourcing parts from Repco, Bunnings Aerospace and other automotive suppliers.
31 03 201	1300	Coldstream (YCEM) VIC	Flysynthesis Texan	TT(PIC): TT(Type):	Floated aircraft over runway. Main wheels made contact first and upon nose wheel making contact it "kicked up" and on next contact with the ground the nose wheel collapsed. Moderate damage to propeller, nose wheel and fuselage to underside.	Appears to be nil wind and a very fast touchdown. Aircraft appeared to bounce or was over controlled into the air again. Control issues may have been prevented if approach taken 5 kts slower.

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Date	Time	Location	Aircraft	Pilot Hours	Pilot Summary of Events	Outcome of Accident or Incident
01 04 2015	1400	Torquay (YTOY) VIC	Evektor Sportstar Plus	TTIS: 1000 TTSM: 15	Just after full power was reached (ready for take-off) a gust of wind swung the A/C and the PIC was not able to straighten with rudder input. PIC aborted take-off, chopping power and applied heavy braking. The A/C crossed the dip, rolled through some spaced 20 lt plastic drums, before stopping. Propeller struck two drums as it passed through them, resulting in breaking two of the three blades off at the propeller hub.	The PIC was thoroughly debriefed following this incident. Pilots are reminded to consider take-off conditions as part of a pre take off safety brief and always operate the aircraft within both manufacturers operating limits and with consideration to pilot skill and experience.
02 04 2015	1510	Nattai National Park NSW	Jabiru J160D	TTIS: 3.6 TTSM: 3.6	Planned flight from YSCN - YTYA. Run up in accordance with POH with no abnormal indications. Took off from RWY06, departed left downwind on track 135. Commended climb while passing 3500ft approx 10-15 miles from YSCN, engine suddenly failed. PIC conducted emergency checklist to restart engine with no success. Transmitted a 'Mayday' call on SYD radar 124.55 ALS. Lost electric instruments and due to lack of suitable landing areas, PIC prepared the A/C for emergency landing and completed a successful emergency landing in Nattai River. Evacuated A/C and switched on PLB. Pilot has cuts and bruises all over body, passenger cut on back of head and bruises. Aircraft destroyed. Investigation ongoing into cause of engine failure.	This accident investigation included pilot interview, manufacturer input, and an independent assessment of the engine. As with all accident investigations, a single root cause was compounded by a number of additional factors. The engine failure was caused by water contamination of the fuel system, compounded by an insufficient knowledge of the aircraft fuel system. Prior to flight significant water was detected in one tank by the PIC which may not have been completely eliminated from the other tank. The engine assessment revealed no mechanical issues with the engine.
02 04 2015		Sunshine Coast (YBSU) QLD	Jabiru	TT(PIC): 3374.5 TT(Type): 3245.1	PIC was contracted to ferry Jabiru Aircraft from Hervey Bay to Taree. Poor weather had delayed for a month. Departure was delayed due to GPS problem. Departed Hervey Bay around 10:30 local time. Intended track blocked by heavy build up, build up behind negated returning to Hervey Bay so diversion was planned to the coast and Morten Island, but PIC got caught in lowering cloud base (1000) and patches of IMC around Nambur. Inadvertently PIC tracked too far north to clear weather and entered 'sunshine coast' airspace. PIC cleared weather and tracked to Morton Island.	PIC was requested to undertake revision of HF elements relating to flight planning procedures, meteorology assessment and avoidance of controlled airspace with CFI.

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Date	Time	Location	Aircraft	Pilot Hours	Pilot Summary of Events	Outcome of Accident or Incident
03 04 2015	1220	Emu Park Airstrip	Jabiru J170D	TT(PIC): 181 TT(Type):148	<p>After landing from YAYR (Emu Park Airfield) and whilst off the runway and taxiing over the mowed grass area towards the parking pad, the nose of the aircraft went into a hole in the dirt ground which was covered by grass. The aircraft was travelling at crawling pace and when the nose wheel went into the hole it abruptly stopped the aircraft causing the nose to dip further which resulted in the wooden prop striking the dirt ground. This caused about a 5 cm hole in the ground. The prop broke off at both ends at about 10cm. The engine continued to run without any noticeable vibration and was immediately stopped. The front fibre glass nose cowl was also broken. . An inspection of the ground where the prop hit the ground reveals vehicular traffic driving between the airstrip and pad area has caused undulation in the ground. This was not visible from the cockpit. There were some hi vis safety markings a short distance away however none were in the area where the prop hit.</p>	<p>RA-Aus contacted local Council and informed them of the incident involving this aircraft. Safety Manager has contacted local volunteer who assists with the airfield and recommended a hazard report in regard to this airfield including the discussion of controls to be put in place to ensure to reduce ALARP for another occurrence of this type.</p>
04 04 2015	1600	Yarram Airfield (YYRM) VIC	Foxbat		<p>At the above time (and under the above wind conditions) the pilot of Foxbat chose to take off on runway 27. PIC Savannah initially thought he was going to use runway 05 YYRM. When the Foxbat lined up RWY27, PIC called him from Savannah, at the holding point for runway 09/27, to inform him he had a tail wind. The Foxbat PIC did not respond to the Savannah call and proceeded with a take-off to the west using approximately 400 metres of runway to get airborne and departing to Leongatha. (Runway 09/27 is 756 metres long).</p>	<p>The Foxbat pilot has been spoken to about his actions and educated on the requirements at this aerodrome. The matter has been dealt with locally.</p>
07 04 2015	1300	Truro Flats (YTFA) SA	Jabiru J230	TT(PIC): 20 TT(Type): 6	<p>PIC landed on way back from VIC to avoid low cloud. When cloud lifted A/C taxied to runway for take-off. PIC mistakenly used a roadway on airfield instead of taxiway and struck a tree with the port wing (about 1/2 way along wing). A/C slewed around and the propeller struck white tyres placed around tree.</p>	<p>A/C port wing leading edge compressed. Wing skin rippled. Propeller tips delaminated. Pilot has been spoken to about situational awareness and appropriate lookout (Local CFI). PIC spoken to re situation awareness and appropriate lookout.</p>

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Date	Time	Location	Aircraft	Pilot Hours	Pilot Summary of Events	Outcome of Accident or Incident
10 04 2015	1120	Moorabbin (YMMB) VIC	Foxbat A22LS	TT(PIC): 2200+ TT(Type): 1300+	PIC landed YMMB RWY 17L and exited to right. Back tracking on RWY13R switching to YMMB ground frequency. Continued RWYR crossed taxiway F, stopped and called YMMB for clearance to cross active RWY17R, PIC estimated 50-60 m from RWY17R. YMMB informed PIC has made an incursion onto RWY17R and cleared to cross.	PIC visited YMMB Control tower for clarification and discussion.
11 04 2015	730	Clifton (YCFN) QLD	Drifter	TTIS: 246.3 TTSM: 23.1	Shortly after take-off the engine started running roughly. Upon returning to Clifton it was discovered there was a crack in the propeller hub.	Damage to propeller hub only. Owner will be replacing component.
12 04 2015	1200	Tooradin (YTDN) VIC	Morgan Cheetah	TTIS: 95.5 TTSM: 0	On final approach PIC rounded the aircraft too high above the runway. The aircraft sank and bounced. PIC held the controls steady as they expected the aircraft to sink a second time and touchdown for a normal landing, instead it bounced a second time. Realizing the aircraft must now be close to stall the PIC applied full power to go around but PIC left it too late as the wing dropped and contacted the ground, this spun the aircraft 90 degrees to the runway and as it was still under full power it launched itself into the scrub, across a ditch and into a mound of earth.	Investigations revealed the pilot did not obtain a signed waiver from the passenger prior to the flight on the day in question in accordance with CASA Jabiru Instrument 292/14. Additionally investigations revealed the possibility of a piece of foam used to secure the ailerons while the aircraft was trailered was still in place on the left aileron. There were also no indications of engine abnormalities. PIC has decided to voluntarily no longer fly without a safety pilot. All members are reminded of their responsibilities to be up to date with maintenance requirements for their aircraft.
15 04 2015	1630	Theodore QLD	Xair	TTIS: 151 TTSM: 5	PIC climbed out on take-off to 400 ft AGL when the engine suddenly stopped. With obstacles (including power lines, trees and houses) in the aircraft path the PIC made a decision to land in a ploughed paddock. PIC had washed off height with wide slip too shorten his approach to avoid trees. In doing this the PIC landed safely in a ploughed paddock (following the furrows). Upon touch down the left hand undercarriage wheel spat caught the heavily ploughed ground and broke the left hand strut. The engine currently being inspected to determine the cause of engine failure.	This aircraft has a very old 2 stroke motor that are not known for reliability. As a amateur build the owner can operate and maintain the engine and airframe as they see fit. Most have removed and replaced these engines and unfortunately this was and is a common occurrences.

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Date	Time	Location	Aircraft	Pilot Hours	Pilot Summary of Events	Outcome of Accident or Incident
19 04 2015	0830	Donnington Airpark Townsville QLD	Lightwing		Upon landing at Donnington Airpark (after a short 10 minute flight) the aluminium spinner was noticed to be slightly loose and able to rattle/ move on the attachment shaft. The spinner bolt was immediately retightened. Before departing Donnington, a ground flight along the runway in ground effect was performed. During this flight the spinner departed the hub and went through the propeller. One of the prop blades was damaged to the point that the aircraft could not be safely flown again without repair or replacement (the aluminium spinner had been cut in half). Upon inspection it was noted that the spinner attachment bolt had sheered off the spinner. Cause believed to be due to metal fatigue caused during the portion of flight to Donnington Airpark when the spinner was loose and able to rattle and move.	Ongoing
22 04 2015	1535	Innisfail QLD	Jabiru 230D	TTIS: 324.8 TTSM: 9.9	Climbing out of runway 14, after a touch and go with a student in command, at approx 600ft just turning crosswind, the engine came to a complete and sudden stop without warning. Training pilot took command and performed successful forced landed without damage to aircraft or injury to occupants this afternoon. Preliminary inspection: aircraft incurred a conrod failure on #4 cylinder.	On L2 inspection - removed #4 cylinder and found damage to the crankcase where it was obvious that cylinder #4 gudgeon pin had moved to the right and contacted the crankcase and as a result, broken the conrod. The circlip was not located however L2 assumes probably in the bottom of the sump. L2 in contact with Jabiru in regard to circlip - investigations ongoing.
22 04 2015		Tumbarumba NSW	Flight Design CTML	TTIS: 341.4 TTSM:	Defect Report - 1. Faulty fuel pump: Aircraft suffered significant power loss as a result of low fuel pressure. Pump has only done less than 50 hr time in service. 2. Aircraft will not continue to operate with failed pump (i.e. relying on gravity feed from tanks). Aircraft requires fitment of electric back up pump.	New fuel pump fitted. L2 has requested from importer to request manufacturer for approval to fit electric fuel pump as back up.
22 04 2015		Tyabb (TYA) VIC	Jabiru J170C	TTIS: 360 TTSM:	Propeller hub cracked, approx 360 hrs TIS - Quarantined, Renew propeller assembly	Airworthiness Notice produced by Recreational Aviation Australia: Report identified an area of potential concern relating to the integrity of the forged aluminium propeller hub utilised on the Jabiru 2 blade fixed composite blade propellers. This was identified after an increase in airframe vibration during a training flight. As a result RA-Aus has created an ADVISORY AN. See AN #0705215 issue 02.

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Date	Time	Location	Aircraft	Pilot Hours	Pilot Summary of Events	Outcome of Accident or Incident
23 04 2015	1750	Port Lincoln (YPLC) SA	Zenith	TT(PIC): 133.8 TT(Type): 7.5	Nose wheel collapse on landing resulting in Prop strike. No injuries and mild damage to aircraft. Currently investigating possible cause of nose wheel collapse.	Ongoing
24 04 2015	1210	Southport (YSPT) QLD	Tecnam	TTIS: 120 TTSM: 26	Engine run up and pretake off checks normal. Full power and normal take off on Runway 01. Engine failure at 150-200 ft. Dead stop - no mechanical or audio indications. Subsequent forced landing onto runway where nose gear failed. Moderate damage to aircraft - investigation into cause of engine failure.	Ongoing
26 04 2015		Launceston (YMLT) TAS	Jabiru	TT(PIC): 2200 TT(Type): 500	Aircraft had experienced previous issues with transponder giving off random over readings which has occurred since it was new (March 2011). Transponder checked regularly with recalibration concluding no major problem being discovered. After obtained clearance departing the D class airspace the transponder was reading correctly. Some 30 minutes later in G class it commenced over reading and 10 minutes after it was, again reading correctly. Airservices detected aircraft due to issues with the transponder. Investigation ongoing into cause of erratic reading from transponder.	PIC commercially trained pilot with appropriate controlled airspace endorsements. All procedures and requests were followed. The airspace "breach" was due to failure of the transponder - in its random altitude over reading, - not due to any violation (inadvertent or deliberate) on behalf of the pilot in command.
02 05 2015	1300	Caboollure (YCAB) QLD	Jabiru	TT(PIC): 600 TT(Type):	On landing approach a flock of crows took flight and aircraft hit one of them and killed it. The crow came into contact with the port side undercarriage. There was no damage to the aircraft.	Aircraft inspected by L2 - no damage to aircraft. Incident first of its kind reported for this area. Report logged by RA-Aus
03 05 2015	1130	Lambells Lagoon NT	Jabiru J230	TT(PIC): 350 TT(Type): 200	Landing too fast and overshot runway. Aircraft damage includes left and right wing and prop strike.	Ongoing
04 05 2015	NA	Nebo QLD	Jabiru J200	TTIS: 480 TTSM: 20	Defect report: Right main brake line, where line meets airframe. A brake failure was the result of the underside fairing at the top of the right main leg lightly rubbing on the black PVC brake line over the past nine years and wearing through a pin hole. This allowed brake fluid to be pumped out when applying brake lever.	Maintainer replaced this length of brake line, transferring and reusing the brass fittings. A protective collar has been added around the brake line where it meets the fairing to prevent a reoccurrence.
05 05 2015	930	King Ash Bay NT	Jabiru 160	TT(PIC): 25 TT(Type): 5	On Aircraft approach to land, PIC applied brakes however aircraft did not come to a stop and overshot the runway hitting a small tree. Propeller and starboard wing was damaged.	Discussions with pilot highlighted the reason was due to power against brake. PIC will be more mindful during landing phase and conducting type training with instructor.

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Date	Time	Location	Aircraft	Pilot Hours	Pilot Summary of Events	Outcome of Accident or Incident
13 05 2015	1245	10nm Nth Kingaroy (YKRY) QLD	Foxbat A22LS	TTIS: 897.6 TTSM: 48.1	After making 10 nm approach call and at 5700' PIC noticed smoke coming into the cabin of the aircraft. PIC suspected a fire and identified suitable landing site and commenced descent, at that time smoke become thick in the cabin. PIC identified smoke as electrical (from smell) and turned off all electrical items and gave 'Mayday' call with intentions to land in paddock. Around 3000 AMSL, about 5 nm from YKRY, the smoke had cleared enough and smoke had stopped coming into cabin. PIC made decision to landing at airfield instead of a paddock (due to location of airfield from position) and conducted a safe landing. No injuries were sustained by passenger or PIC. Police, ambulance and fire arrived on scene to assess situation and make the aircraft safe.	Problem was traced to a faulty auxiliary fuel pump. Pump had seized and overheated just prior to the incident the PIC had run the aux fuel pump to switch fuel tanks from left to right. There was no damage other than the aux pump. L2 is repairing aircraft and assessing further damage. Investigations are ongoing.
14 05 2015	1545	Dayboro QLD	Roko	TT(PIC): 118 TT(Type): 24.4	PIC contacted by Brisbane Centre informing them that they were in controlled airspace. PIC was at 3300 ASL descending and was to fly to 2500 ft step through to Boonah. Brisbane Centre then instructed PIC to contact Amberley for clearance and was in tower control until the boundary at Boonah.	PIC has been referred to CFI for additional retraining on navigational planning and CTA avoidance. Operations actions closed
15 05 2015	1515	Sth Grafton (YGFN) NSW	Jabiru J230	TT(PIC): 1059 TT(Type): 0	On decent a wind gust pushed aircraft sideways, in attempt to correct and land the plane bounced and was carried sideways leaving the runway and nosediving into nearby long grass and soft soil. Right wing tank ruptured, structural damage around wing-root, rear Perspex window popped out, one blade of propeller delaminated, nose wheel was pushed rearwards. No injuries to pilot or passenger.	Ongoing
15 05 2015		Narrogin (YNRG) WA	Jabiru 33A	TTIS: 254.3 TTSM: 26.3	Later Ryco Z15 fuel filters fitted standard to Jabiru aircraft appear to have a smaller OD than original older filters. Jabiru have a 1/4 plastic fuel line in most cases, fitted to the older Z15 filter with the larger (1/4) inlet & outlet on the filter is no issue. The later filter being smaller in diameter at the hose fitting has potential for fuel leak or to suck air. Using the standard hose & band clamp I have found the filter leaking on one side & sucking air on the other. This has potential for supply or leakage issues.	Technical Manager contacted Jabiru and confirmed that the manufacturers no longer use this filter as standard fitment. Jabiru do not use the Ryco Z15 and changed to Joywell ZFF0002 in 2011. Jabiru Part Number is TPM0009N - detailed in JTM001-6 Section 2.16. L2 has ensured that correct fitting filter is used from this point on and notifying local Jabiru owners of requirement to install correct filter in aircraft. Recreational Aviation Australia is liaising with Jabiru manufacturer to ensure this information it distributed to members with Jabiru aircraft.

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Date	Time	Location	Aircraft	Pilot Hours	Pilot Summary of Events	Outcome of Accident or Incident
18 05 2015	1135	Tooradin (YTDN) VIC	Texan	TT(PIC): 83.7 TT(Type): 37.5	Landing on RW 22, touched down commenced to apply break, aircraft stalled to ground loop left, applied right rudder to no effect and continued to loop left. Left RW 22 onto grass into the thicker scrub, struck a bush and came to a stop.	Ongoinh
27 05 2015	1300	Sunshine Coast (YBSU) QLD	Sling	TT(PIC): 1500 TT(Type): 200	Flat R/H main tyre during taxi for departure on echo at YBSU. Aircraft moved to apron with the aid of ground crew.	Flat main replaced by engineers.
28 05 2015	1220	Bathurst (YBTH) NSW	Jabiru		Student Pilot flew AC into low cloud at 1000' above circuit height when doing circuits - for about 15 seconds. Kept wings level and emerged at same altitude (1000 AGL) without further incident. Completed a safe full stop landing. Cloud cover that had been sitting at 1500 ft AGL or higher most of the morning then settled by 600 ft at Eastern end of runway. Contributing factors was a unexpected sudden change in height of cloud base with falling air temperature. CFI suggested turning earlier onto base leg in this instance. Aborting flight (circuits) earlier in similar situations.	Review of the incident was undertaken with the CFI and modification to pre-flight assessment and avoidance of IMC procedures have been developed by the school to avoid any future re-occurrence of similar events in the training environment.
30 05 2015	1018	3nm west Jumpinpin Bar QLD	Jabiru 170D	TT(PIC): 350 TT(Type): 171	PIC of Jabiru tracking 358 deg from Advancetown Dam to the Southern end of North Stradbroke Island at 2,500ft. PIC sighted an aircraft approx 3 mile ahead at a similar height going South bound along the eastern side of North Stradbroke island. The other aircraft passed from right to left of PIC sight line and lost sight of the aircraft however Jabiru passenger kept other aircraft in sight and soon commented "This bloke is coming back at us." PIC looked to the right to find the aircraft had made an approx 130 deg turn to his right which put him on a course at right angles to Jabiru and at the same height. PIC watched him for a moment to see what he was going to do (or not going to do) and due to aircrafts closing fast PIC Jabiru pushed the controls forward. The aircraft passed from our right to our left approx 100 to 150 m ahead and we were approx 50 to 100 ft below.	Pilots are expected to use well developed and effective visual scanning for Threat and error management and if faced with possible collision take early avoidance action where possible. cockpit distractions, reliance on radio, and use of ancillary avoidance systems are no substitute for effective see and avoid.

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Date	Time	Location	Aircraft	Pilot Hours	Pilot Summary of Events	Outcome of Accident or Incident
30 05 2015	1145	Cressbrook QLD	Vans RV3	TT(PIC): 13000 TT(Type): 200	On take-off from Watts Bridge at 11:45 at an altitude of 20 ft, speed 90 kts, PIC experienced a substantial loss of power and immediately closed the throttle and landed on the remaining runway without incident.	Investigation suggested that the problem was fuel related and after bleeding the fuel system and checking the fuel related components, subsequent checks and ground runs indicated the problem had been rectified. Aircraft has been checked again by a LAME without further incidents.
30 05 2015	1700	Bindoon Airfield WA	Jabiru J160C	TT(PIC): 22 TT(Type): 1	The student was conducting a touch and go, and misjudged the approach landing approx 1/3rd into the available runway (overall length of 1600m), and did not allow the aircraft to slow down sufficiently prior to attempting to retract flaps and reset trim for the take-off. During this transition period, he inadvertently applied rudder causing the aircraft to veer either side of the centre line, with increasing oscillations until the aircraft turned left with sufficient energy to exit the runway and travel through a boundary fence albeit at slow speed under brakes, coming to a stop in the fence wires. Moderate damage as aircraft went through boundary wire fence at low speed of approx 15 knots.	Initial review of accident with student and instructor undertaken immediately after accident.
02 06 2015	1700	Chinchilla (YCCA) QLD	Jabiru J160C	TT(PIC): 72.2 TT(Type): 62.9	PIC landed at closed aerodrome (did not check NOTAM for YCCA) due to late departure from YBUD. Original plan to fly to YBUD-YMUR overfly YCCA. Plan changed at last minute. Used grass strip at YCCA - Normal Landing.	This incident not only highlights the importance of pre-flight planning but also the need to re-assess plans continually, especially in regards to contingencies for alternates when time delays occur. Appropriate in flight decision making clearly was adopted in this case to avoid flight after last light but may not have been an option if weather or unsuitable landing areas further marginalised this flight due to inappropriate replanning.
04 06 2015	1430	Tooradin (YTDN) VIC	Aeroprakt AP22	TT(PIC): 923 TT(Type): 401.8	On landing student flared too hard and subsequent balloon resulted in hard landing. Damage to aircraft: Slight bend in undercarriage strut.	Instructor briefed on when to takeover, when to assess a critical situation. Maintainer replacing main wheel undercarriage
07 06 2015	1120	36nm Sth Wentworth (YWTO) NSW	Jabiru J 230D	TTIS: 380.2 TTSM:	Flight from Beulah West to Wentworth: 37 miles from Wentworth PIC experienced bad vibration in engine which caused forced landing on salt flats. 27000ft when incident occurred with 3/4 fuel remaining. Aircraft will be inspected and fixed as required	Ongoing

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Date	Time	Location	Aircraft	Pilot Hours	Pilot Summary of Events	Outcome of Accident or Incident
07 06 2015	1245	Archerfield (YBAF) QLD	The Airplane Factory D	TTIS: 417.2 TTSM: 20	Shortly after touch down pilot noticed aircraft was pulling to the left. PIC had difficulty taxiing indicating that the left main tyre was flat. Aircraft was taxi out of runway and parked on Runway 04 (not in use at the time of the incident).	Flat tyre issue rectrified.
07 06 2015	900	Caboolture (YCAB) QLD	Sling 2	TT(PIC): 52.6 TT(Type): 11	On landing long on rough terrain the main wheels of the front undercarriage contacted the ground harder than anticipated and caused aircraft to bounce. PIC over-corrected and felt the front main may have contacted the ground a second time. PIC applied full power to climb out when a pilot from a taxiing aircraft advised over the radio that the front wheel spat had come off. PIC reduced power to idle and landed straight ahead.	
10 06 2015	1640	Jindabyne NSW	Jabiru J120	TT(PIC): 19 TT(Type): 3	Student pilot on solo training flight became disorientated due to unexpected/ un-forecast fog bank and setting sun haze reduced visibility. Ground control lost contact due to high ground interference. Student carried out forced landing into a nearby paddock in failing light.	Ongoing
10 06 2015		Private Strip Taillem Bend SA	R80 Tigermoth Replica		Pilot sustained serious injuries following an aircraft crash shortly after take-off. Appears engine stopped. Investigations are currently ongoing to determine cause of engine stopping.	Ongoing
15 06 2015	1530	Tooradin (YTDN) VIC	Pipistrel	TT(PIC): 7000 TT(Type): 5	Owner was flying aircraft on dual Navex. On landing at YTDN aircraft veered right onto the grass runway. Pilot straightened aircraft and almost stopped when wheels sunk into soft grass and aircraft pitched forward onto nose.	Ongoing
19 06 2015	1315	Moorabbin (YMMB) VIC	Foxbat	TTIS: 953 TTSM:	Engine running rough on upwind after take-off. PIC returned to airport and landed fine. Maintenance engineer has been asked to assess the cause of rough running.	Ongoing
19 06 2015	1030	NW of Charters Towers (YCHT) QLD	Jabiru J160	TTIS: 433 TTSM: 19.5	Engine ran rough for about 10 seconds then stopped and would not restart. PIC selected suitable paddock to land. On descent experienced substantial sink on final and landed short onto soft irrigated land where the aircraft dug in and inverted. Substantial damage to fuselage with wings partially detached. Cause of engine failure to be investigated.	Ongoing

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Date	Time	Location	Aircraft	Pilot Hours	Pilot Summary of Events	Outcome of Accident or Incident
21 06 2015	1100	Nth of Kilmore VIC	Bristell	TT(PIC): 548 TT(Type): 48.4	Transponder altitude indicated entry into controlled airspace. Checking on ground indicated that transponder was indicating an altitude higher than actual height of aircraft above ground.	Transponder being repaired and calibrated by Manufacturer.
21 06 2015	1030	Lethbridge (YLED) VIC	Savage Cub		Student training on three point landing was going well when on last landing the plane landed main wheel first with a higher rate of descent than normal, the plane bounced with a high nose attitude. Power was added and the plane turned left, nose high, right rudder applied. Plane yawed right and stalled. Striking ground, nose down, left wing hit the ground about the same time. The plane slid along the ground for about 10 meters and turned over.	Ongoing
23 06 2015	1100	Gawler (YGAW) SA	Savannah	TT(PIC): 56 TT(Type): .5	First trial in newly completed owner-built aircraft. During a take-off/ landing "fast taxi" run PIC misjudged the controls and landed nearly on the nose wheel resulting in a prop strike.	Ongoing
23 06 2015	1132	Taree (YTRE) NSW	Preceptor Ultra Pup	TTIS: 302.5 TTSM: 0.3	After annual maintenance and detail aircraft pre-flight check the engine was twice test run and operation & indications checked - all OK. Immediately thereafter a test flight was attempted. After T-O on RWY 04 on climb at ~90ft & on last quarter of rwy the engine spluttered and stopped. With starter button PIC tried to re-start the engine but to avail. There was no rwy left to land straight so PIC made an S-turn and approached crosswind into an easterly direction & hit the rwy in a slight right bank. The impact was rather strong, the landing gear collapsed and I slid on grass to a stop. All damage moderate and repairable. Since the prime suspect for the engine failure is dirt in fuel, the fuel system, incl. wing tanks, carburettor, fuel lines, filters, gaskolator to be thoroughly inspected.	Ongoing

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Date	Time	Location	Aircraft	Pilot Hours	Pilot Summary of Events	Outcome of Accident or Incident
27 06 2015	1400	Private Strip Swan Reach SA	Tecnam	TT(PIC): 277 TT(Type): 16	PIC conducted pre landing checks in preparation for landing. Prior to turning towards base the engine stopped and realising the aircraft may not make the strip the PIC turned directly to the strip and on getting closer turned in the direction of the runway, but at an angle of about 30 degrees to the right of runway heading. PIC touched down about 15-20 metres short of the strip in salt bush coming to a stop on the edge of the runway remaining upright with the undercarriage torn off. Once the aircraft had come to a stop PIC found both fuel taps were in the off position which resulted in the engine stopping. PIC remembered changing tanks at previous landing site to the fuller tank for the next leg of trip. However PIC forgot during pre-flight checks that they had changed over the fuller tank and due to being distracted by a bird hazard outside of the aircraft it caused the PIC to hurry the pre-landing checks with the PIC assuming they had turned both tanks on instead of turning the full tank off by mistake.	Ongoing
28 06 2015	1615	Private Property WA	Storch	TTIS: 140 TTSM: 17	Engine failed at approx 50 feet. Loud noise indicated mechanical breakage. Aircraft landed in freshly ploughed ground resulting in under cart failure with the aircraft resting on its belly and right wing tip in contact with the ground. Substantial damage to aircraft nil injuries to pilot. Investigation ongoing into cause of engine failure.	L2 sent in maintenance logs showing a leak down check was conducted (30/9/14) on No 2 cylinder at 66/80 and noted to do a recheck on that cylinder at 1129 airframe hours which corresponds to a recheck at 10 further running hours. Maintenance release form records that on 7/10/14 this was conducted with a satisfactory report of 74/80 on the No 2 cylinder. Possibility that the low leakdown result on 30/9/14 may have been the result of a very small piece of debris lodged under a valve which subsequently blew clear giving a normal result on the re-check done after a further 10 hours
29 06 2015		Cessnock (YCNK) NSW	Zenith Zodiac	TTIS: 35.2 TTSM: 11.3	On returning and taxiing to hangar at low revs an unusual noise was detected. An examination in the hangar, by rotating prop, detected a 'click-clack' noise from flywheel area. Further examination revealed a movement in the stator assembly coinciding with the noise. The alternator mount with stator was removed and it was found that three of the four screws fitted has sheered allowing the ends to float free and apparently strike other fittings although very little damage had occurred to the screw heads. All screws had sheered at a point where the thread commenced in the alternator mount between the mount and the stator spacer mount. No other damage had occurred.	Slight damage had been found to the screw holes on the stator. This was remedied by the use of slightly larger and longer (5mm) bolts which also used all the thread length available on the mount as the original screws fell short. The stator was refitted. Hand rotation of the propeller was carried out as well as a short taxiing run. Both uneventful with all instruments and alternator working fine. The fully licensed aircraft mechanic who assisted the power stated that he had never heard or seen this occur before. The only explanation he would give was that perhaps at the time of locating and fitting the screws they may not have been tensioned in properly allowing slightly movement and stress.

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Date	Time	Location	Aircraft	Pilot Hours	Pilot Summary of Events	Outcome of Accident or Incident
30 06 2015	NA	Railton TAS	Foxbat	TTIS: 700 TTSM:	Defect report regarding a cracks in one hub half of a Kiev Propeller. One crack detected right through the hub thickness. Replaced hub and boots and blades (FOC by manufacturer).	Manufacturer replaced hub, boots and blades.
03 07 2015		Sunshine Coast (YBSU) QLD	Alpi Pioneer		Defect report on an Alpi Pioneer received stating the nose leg upper left hand side had a crack in the weld. Maintainer has removed the nose leg assembly for inspection. Leg sent to be welded, sanded, etched and primed, painted and re-install.	Removed nose leg assembly, inspected and sent out to be welded, sand and etch prime, paint and re-install.
04 07 2015	1130	Archerfield (YBAF) QLD	Sling	TTIS: 459.9 TTSM: 9.9	Flat right hand main tyre. Aircraft cleared runways and taxi way under own power	Tyre checked and found to be flat. Tyre pressure increased to appropriate PSI.
11 07 2015	1430	18nm E of Rockhampton (YBRK) QLD	Jabiru J230	TTIS: 702 TTSM: 5	About 30 minutes after take-off while aircraft was in cruise midway through the local flight the engine began to run very rough, vibrate and lose about 60% of its power. While executing an emergency landing on a private country airfield the engine failed completely. A successful landing was carried out with nil injuries or damage to the aircraft. Engine currently being removed for return to manufacturer for failure mode analysis.	Ongoing
16 07 2015	1150	8m E Maryborough (YMYB) QLD	Mignet	TTIS: 285 TTSM: 285	On climb out the PIC reduced revs slightly as trained and established climb. Aircraft began to lose thrust and PIC increased revs to full power however thrust continued to decline. PIC kept wings level and slowed aircraft to slowest flying speed as aircraft hit tree top. Aircraft stopped and fell to the ground. Nil injuries to PIC or passenger however aircraft destroyed.	The cause of the accident related to a failure in the reduction drive belt system associated with the aircraft's engine. Operationally both pilots and aircraft were compliant for the flight and the PIC showed good planning. Investigations are ongoing relating the drive belt system.
20 07 2015		Coldstream (YCEM) VIC	Evektor Sportstar	TTIS: 437.8 TTSM:	Defect report: Engine Oil Pump, Oil Pressure gauge and A/C wiring loom. Oil Pressure gauge reading low on engine run (<30 PSI) fitted master pressure gauge and found actual pressure to be greater than 100 PSI (over red line). Opened oil pressure regulator and found 6 washers fitted under spring.	Regulator plug and spring replaced in accordance with Rotax SB-912-0578UL. Oil pressure checked with master gauge and found within limits. Oil Pressure sender replaced with new item. Wiring between sender and gauge rectified as per A/C wiring diagram. As per A/C wiring diagram oil pressure gauge checked and found to be reading within acceptable limits of master gauge.

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24 07 2015	1415	Serpentine (YSEN) WA	Hummel Bird	TT(PIC): 908 TT(Type): 20	Embarked for a local flight overhead the aerodrome. After take-off the engine stopped suddenly without warning between 300 and 500 ft. The PIC conducted a left hand turn for an assumed landing on the perpendicular grass runway. The aircraft has not made the runway and has come to rest between two trees in the dense scrub surrounding the airfield. PIC sustained serious injuries and investigations continuing into causes of accident.	Ongoing
27 07 2015	900	Wollongong (YWOL) NSW	Jabiru 230	TTIS: 150 TTSM: 1	Soon after take-off and at 500 feet it was noticed that the tachometer was fluctuating. After initially surging and then dropping to zero. PIC decided to abandon the flight and return to the field with normal circuit and landing. Upon inspection it was discovered that the alternator had burnt out.	The alternator was replaced and all systems were normal. Non critical malfunction.
30 07 2015	1130-1230	Sunshine Coast (YBSU) QLD	Alpi Pioneer	TT(PIC): 535 TT(Type):	Aircraft reported at NOSA requesting an inbound clearance. Due to an inbound IFR aircraft clearance was denied and a further report approaching PEG was requested to enable a clearance inbound. An aircraft was later observed on the TSAD to be inside CTR at approximately 7nm SU and confirmed to be same aircraft. The aircraft was advised of their incursion and processed without incident inbound.	Ongoing
04 08 2015	900	Moorabbin (YMMB) VIC	Foxbat	TTIS: 950 TTSM: 70	Training flight (circuits lesson): Aircraft turning downwind (level flight). Engine started rough running and pilot decided to land and conducted a safe landing on 35R, same runway in use at the time. Pilot switched to Avgas from unleaded fuel.	Pilot switched to Avgas from unleaded fuel.
04 08 2015	1402	Sunshine Coast (YBSU) QLD	Alpi Pioneer	TT(PIC): 2118 TT(Type): 134	Aircraft reported inbound over water at Moffat Head (South) at A013, and requested not above A015. The aircraft was instructed to join left base runway 18. IYI departed YBSU on climb at A020 tracking to Redcliffe (South overland). TSDA showed Aircraft drifting overland to the west and toward IYI approx 8nm South, ATC instructed Aircraft to remain over water	Ongoing

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05 08 2015		Dubbo (YSDU) NSW	American Legend		Conducting touch and goes on runway 23 with wind between 240-260/14. On the incident landing the student, a qualified (tailwheel endorsed) PPL holder, was caught by a sudden gust from the right and the left wing contacted the ground before Instructor could regain control after taking over. Aircraft taxied the aircraft clear of the runway and the tailwheel sprung top bolt separated from the fuselage requiring a tow back to the maintenance hangar.	Tail wheel aircraft continue to provide additional challenges for pilots and higher levels of instructional vigilance are required during training and checking operations.
06 08 2015	10.53	Sunshine Coast (YBSU) QLD	Alpi Pioneer	TT(PIC): 500 TT(Type):	A training flight was conducted with a student where the radio was experiencing some issues during the initial climb out. An unauthorised left hand turn was made instead of climbing straight ahead as instructed by ATC.	Ongoing
06 08 2015	1600	Moorabbin (YMMB) VIC	Aeroprakt A22LS	TTIS: 957.1 TTSM: 10.1	After take-off severe rough running experienced. Approx. 40% power lost. Informed tower while conducting checks and supplying carby heat. Flew upwind away from suburbia to possible grass landing options. Ensured 50 FPM climb was sustainable commenced left turn to join final 31R over unpopulated parkland corridor. Landed without incident. Rough running remained until power pulled to idle on short final. Water drops found in the carby chamber. No water was reported during pre-flight or post flight drain. Action carried out by operator to prevent recurrence is switching to Avgas from Mogas as per the Man. Engineers recommendation.	Fuelling type and procedures have been changed by the operator.

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07 08 2015	1435	Cooma (YCOM) NSW	Jabiru	TTIS: 330.6 TTSM: 28	On return leg of scenic flight (YPFT-Perisher-YPFT) carrying one pax whilst cruising at 7500' (2850 RPM) approx. 7 miles west of Cooma Airport, engine suddenly hunted RPM slightly, vibrated and then RPM started dropping, as PIC pulled the throttle to idle the engine stopped. PIC set glide speed for 70 kts and identified that Cooma Snowy Mountains Airport was within glide range. PIC then aimed the aircraft to join on base leg for Rwy 18. PIC switched from CTAF 118.1 to FIA 120.75 and made a 'Mayday' call to Mel CTR. PIC continued the glide approach, set first stage of flaps and made a safe landing on Rwy 18. PIC notified MEL CTR that Aircraft had landed safely with no injuries. PIC also switched to CTAF and asked any aircraft receiving to relay to MEL CTR that Aircraft had landed safely with no injuries. Investigation ongoing into cause of engine malfunction.	ongoing
13 08 2015	800	20nmSSE Proserpine QLD			Aircraft was 20nm SSE of Proserpine tracking north close to the eastern side of a range at 4400 feet when Aircraft was caught in thermal updraft increasing my AMSL to 4900 being above the C LL of 4500. By the time ATC contacted Aircraft the PIC had already reduced AMSL to 4600 and then 4400 moments later. ATC offered clearance to 5000 however PIC declined as they were going to start reducing my altitude after Proserpine in readiness for entry into Shute Harbour.	Ongoing
17 08 2015		Bond Springs NT	Flight Design CTWS		Defect report During 50 hourly on Nosewheel: 1. Severe corrosion on suspension spring. 2. Severe corrosion lower upright and attachment to nose wheel yoke.	Aircraft grounded and maintenance undertaken.
18 08 2015	1333	Myrup (YMYU) WA	Tecnam	TT(PIC): 34.6 TT(Type): 2.4	Commencing to proceed towards taxi way, the pilot manoeuvred clear of parked vehicles to starboard but misjudged the clearance of the corner of the opposite hangar. The port wing struck the corner of the hangar. Aircraft began to rotate to port. Pilot immediately closed the throttle and applied brake. Aircraft travelled approximately 2m before coming to a stop.	PIC to ensure that aircraft is clear of all obstructions prior to taxiing.

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28 08 2015	1000	Yalgoo WA	Foxbat	TT(PIC): 704.6 TT(Type): 279.2	PIC took off and turned right to track North. After completing right hand turn at 500 ft and levelling out, the left wing dropped and the controls would not respond. This caused the PIC to force land in low scrub. Aircraft destroyed and mild injury sustained by PIC.	Ongoing
28 08 2015	1215	Naracoorte (YNRC) SA	Tecnam	TTIS: 442 TTSM: 42	PIC noticed issues with gauges due to electronic issues with voltage regulator. PIC conducted forced landing with emergency calls due to low power and then the radio shut off. Nil injuries, plane landed safely without further incident. On inspection by local LAME it was found that the voltage regulator/ rectifier had failed.	New regulator/ rectifier fitted.
30 08 2015	1220	80NM SE Port Augusta SA	Jabiru	TTIS: 593.3 TTSM: 4.7	While on a solo flight the engine started to run rough and loose some power. PIC landed the aircraft safely in a relatively smooth open field without damage to the aircraft. On investigation after landing, PIC discovered that he had lost compression on one of the cylinders. At this stage further Investigation has not been made as to the cause of the compression loss.	Ongoing
30 08 2015		Moorabbin (YMMB) VIC	AeroPrakt A22LS	TTIS: 778 TTSM: 94	Defect report - Elevator Trim cable at Control arm attachment. Elevator trim cable found detached at Forward control arm Bolt crimp. Cable found very cleanly detached, below level of Crimping bolt washer. Cable should be crimped on nut end of bolt allowing rotation of bolt/cable when input on arm initiated. Maintainer has communicated with Foxbat dealer as to normal installation and to whether this is a one off, difficult to confirm with manual Normal factory orientation of Crimping Bolt assembly.	Hub is 2 piece with FWD and rear sections. FWD section exhibited extensive cracking. Both internally and externally. There appears to be both old and new cracks. Light surface corrosion is evident on external areas due to coastal exposure. Intergranular corrosion not suspected as cause. Propeller removed from aircraft and services. Disassembled for additional inspection. Rear hub to be closely inspected (dye pen) and possible be removed from service as a precaution. Blades appear unaffected.
05 09 2015	1030	15NM Sth Naracoorte SA	Arion Lightning	TTIS: 284 TTSM: 9	Engine misfire and vibration. PIC landed at a nearby strip without further incident	Engine options being investigated
09 09 2015	1640	White Gum (YWGM) WA	Skyleader 500	TTIS: 724.1 TTSM: 24	Engine failure after take-off. Landed back on runway however too close to the fence and struck the fence with the starboard wing. Investigation underway to determine cause of engine fail.	Leading edge on starboard wing dented where it hit the fence post. Propeller has some damage although not running on impact with wire fence. Owner will recover aircraft and check for reasons for the engine to fail and inspect the damage.

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10 09 2015		Portland VIC	Jabiru J170	TTIS: 533 TTSM: 7	Defect report detected on electrical wiring loom, Starboard side behind firewall, inside ferrite noise suppressor. Fault developed that fuel pressure light would come on intermittently. Fuel pressure checked by independent gauge and found to be correct, fuel flow test conducted and no defect. Disconnected +ve pressure switch wire which should cause light to go out, remained on indicating earth fault between light and switch terminal. Inspected wiring, no obvious defects. Inspected firewall penetration, nil defects. Split noise suppression ferrite and found white powder consistent with wire insulation. Careful inspection of +ve pressure wire showed rub mark with full penetration full thickness of insulation. Second wire was also found in similar state with and the two were earthing through the ferrite. This multi wire loom contains other critical wiring including ignition feeds. Port side suppressor removed and checked - no evidence of chaffing detected.	Fault developed that fuel pressure light would come on intermittently. Fuel pressure checked by independent gauge and found to be correct, fuel flow test conducted and no defect. Disconnected +ve pressure switch wire which should cause light to go out, remained on indicating earth fault between light and switch terminal. Inspected wiring, no obvious defects. Inspected firewall penetration, nil defects. Split noise suppression ferrite and found white powder consistent with wire insulation. Careful inspection of +ve pressure wire showed rub mark with full penetration full thickness of insulation. Second wire was also found in similar state with and the two were earthing through the ferrite. This multi wire loom contains other critical wiring including ignition feeds. Port side suppressor removed and checked - no evidence of chaffing detected.
10 09 2015	1310	Caboolture (YCAB) QLD	Sling	TT(PIC): 27 TT(Type): 5	PIC had one foot on the step when another individual stepped onto the left wing of the aircraft (who was trying to plug in a headset into the aircraft). This caused the aircraft weight to shift and the bottom end of the tail to hit the ground which resulted in in the spot of impact of about 5cm.	Ongoing
26 09 2015	1210	7NM Nth of Daylesford VIC	Jabiru 3J	TTIS: 219 TTSM: 89	On a flight from Bendigo to Daylesford (Return trip) at 3500' ASL 7NM North of Daylesford the engine developed a severe vibration. PIC noticed a reduction in power with no abnormal indications from engine instruments. As altitude could not be maintained the PIC performed a precautionary landing at Castlemaine airstrip.	Maintainer has discovered No. 4 cylinder roller gear screw cap bolt broken out of thread which subsequently caused the valve to jam. Cap to be replaced with new bolt and caps on all cylinders. Cap to be replaced with new bolt and caps on all cylinders

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16 09 2015	1400	Lethbridge (YLED) VIC	Alpi Aviation Pioneer	TTIS: 28.26 TTSM: 2	After a local flight of one hour (returning to airfield) on downwind it was evident there was a lack of up pitch from the elevator as the airspeed slowed, with full back stick movement the aircraft continued to descend. By adding short bursts of full power PIC was able to maintain a slower rate of decent but not climb or maintain level flight, continuing to do this allowed me to land the aircraft although at an increased airspeed and nose down attitude with the aircraft suffering moderate undercarriage damage to both the mains and nose legs.	Ongoing
17 09 2015	1000	Sunshine Coast (YBSU) QLD	Aeroprakt A22LS	TT(PIC): 39 TT(Type): 9	During a flight the PIC was asked to return to initial place of departure by tower due to a fuel cap being discovered on the taxiway. On arrival it was found that the fuel cap was missing along with the dipstick which may have been overlooked in pre-flight checks.	Pilot may have missed replacing the fuel cap during the pre-flight checks and will keep passengers inside the club house in future until the aircraft is ready to board to avoid any unnecessary distractions.
25 09 2015	1745	Bendigo (YBDG) VIC	Bristell	TT(PIC): 635.6 TT(Type): 63.7	Aircraft experienced a fire on the right hand wheel due to the fairing brake calliper and brake line. Brakes had previously been repaired. Investigation ongoing into the cause of the fire.	Mild damage to right hand wheel fairing brake calliper and brake line. Referred to aircraft maintainer. Brakes previously repaired earlier in the week.
26 09 2015	1420	White Gum (YWGM) WA	Aerochute	TT(PIC): 420 TT(Type): 380	During take-off the wing came up level and in order to maintain take-off into head wind went off edge of runway and due to ground elevation difference and vegetation the undercarriage tilted left dropping the wing to the left and pulled the aircraft over causing damage to the propeller (Ivo Prop) and propeller guard and left front foot rest. Pilot gained mild injury and propeller strike causing all blades to break. Additionally propeller guard broke as well as foot rest was bent and broken.	Ongoing
27 09 2015	930	Werribee VIC	Aerochute	TT(PIC): 270.1 TT(Type): 270.1	During taking off the canopy did not open properly due to the variable wind. Once corrected the aircraft was about to take off and it hit a rock on the edge of the runway. The aircraft tipped over and damaged the prop and prop guard.	Operations recommend PPC operators select take-off and landing areas that offer maximum flexibility and options for wind direction with a pre-assessment of surface conditions and potential obstacles.

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01 10 2015	1030	St Helens Plains (YSTH) VIC	Jabiru J230	TTIS: 114 TTSM:	Shortly after take-off the aircraft have abnormal engine indications. PIC applied carbide heat which appeared to rectify the issues however further into the trip the aircraft commenced to run rough with instrumentation flickering. PIC turned power off and on with no change and decided to conduct a forced landing in an area they were familiar with. During the landing approach the engine stopped and the aircraft landed in paddock. Aircraft experienced a prop strike. Investigations are underway into the cause for the engine issues.	Ongoing
01 10 2015	1100	S34.41 E 135.47	Jabiru J200	TT(PIC): 2000 TT(Type): 890	Fuel mismanagement: PIC shut off wrong fuel tap and required to conduct a forced landing.	Ongoing
03 10 2015	1500	Barwon Heads (YBRS) VIC	Sirius TL 3000		A landing approach on RWY (grass strip with medium length grass) in turbulent and gusting winds resulted in a collapsed nose wheel.	The pilot acknowledged that incorrect decision making in strong wind conditions was the primary cause of this accident. Aeronautical decision Making (ADM) continues to present as a significant factor in the majority of accidents. Pilot acknowledged that an earlier decision to abort landing attempt was required but was rejected. Overconfidence due to high experience levels(Invulnerability) was also a contributing factor.
06 10 2015	832	Port Macquarie (YPMQ) NSW	Aeroprakt A22LS	TT(PIC): 2500 TT(Type): 40	Student allowed aircraft to land hard on the mains then let the nose drop hard. Nose wheel collapsed and slid to a stop. Substantial damage to aircraft.	Ongoing