

**1. LOCATION OF OCCURRENCE**

Golfcourse, Maryborough, Queensland	Height a.m.s.l. (ft) 29 feet	Date 9.5.69	Time (Local) 0655	Zone EST
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**2. THE AIRCRAFT**

Make and Model Cessna 210/5	Registration VH-RWL	Certificate of Airworthiness	Valid from 1.8.66	Valid to 31.7.75
Registered Owner R. A. Arnot, 102A Chapman Avenue, Beecroft, NSW	Operator C. R. Joyce, P. O. Box 505, Tamworth, NSW		Degree of damage to aircraft Substantial	
Defects discovered Fatigue failure of four crankcase studs and two through bolts, No. 4 cylinder.			Other property damaged Surface of Golfcourse	

**3. THE FLIGHT**

Last or intended departure point Archerfield	Time of departure 0555	Next point of intended landing Pialba	Purpose of flight Travel	Class of operation Private
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**THE CREW**

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Colin Robert JOYCE	Pilot	21	Private	15 hours	202 hours	Nil

**5. OTHER PERSONS (All passengers and persons injured on ground)**

Name	Status	Degree of injury	Name	Status	Degree of injury
H. G. BAYER	Passenger	Nil	T. H. KIRKPATRICK	Passenger	Nil
M. R. FIRTH	Passenger	Nil	N. GAUGEON	Passenger	Nil

**CONTRAVENTIONS OF REGULATIONS AND ORDERS**

Regulation or Order No.	Nature of contravention

**RELEVANT EVENTS**

When at a position about six miles south of Maryborough and at a height of about 3,000 feet, the aircraft suffered a complete loss of engine power. The pilot chose to force land on the local golfcourse but, to do this, it was necessary to make a down wind approach over a power line and trees. The pilot forced the aircraft on to the ground immediately after clearing the obstacles so as to obtain braking effect as soon as possible since there were houses at the far end of the landing area. The nosewheel struck a grass bank at the point of touchdown and the nosewheel and fork broke off. The aircraft bounced and then slid on the collapsed nose strut and main wheels coming to rest after a swing to the left of 80 degrees.

The fatigue failure of the studs and through bolts was compatible with lack of adequate pre-load applied by the respective nuts.

**8. OPINION AS TO CAUSE**

The cause of the accident was that, following a complete loss of engine power at a height and in a position from which there was a very limited choice of landing areas, the pilot selected an area which was unsuitable in the prevailing wind conditions.

Report approved <i>D. S. Graham</i> (D. S. GRAHAM)	Designation Assistant Director-General (Air Safety Investigation)	Date 11.5.1970
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