

## 1. LOCATION OF OCCURRENCE

"Everglades" Golf Course, Woy Woy, New South Wales.	Height a.m.s.l. (ft) 20 feet	Date 2.10.70	Time (Local) 1405	Zone EST
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## 2. THE AIRCRAFT

Make and Model DHC1T/10 Chipmunk	Registration VH-AKB	Certificate of Airworthiness	Valid from 6.2.70	Valid to 5.2.79
Registered Owner J. W. Patterson, 1338 Pittwater Road, Narrabeen, New South Wales.	Operator R. F. Brown, Kingsgrove Road, Kingsgrove, New South Wales	Degree of damage to aircraft Substantial		
Defects discovered TR1937 VHF Communications Equipment: Breakdown of filter capacitor 5C2 and consequent overheating of filter inductor.		Other property damaged Nil		

## 3. THE FLIGHT

Last or intended departure point Bankstown	Time of departure 1331	Next point of intended landing West Maitland	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
Richard Francis BROWN	Pilot	47	Private	97	469	Nil

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

Name	Status	Degree of injury	Name	Status	Degree of injury
Joan Patricia BROWN	Passenger	Nil			

## 6. CONTRAVENTIONS OF REGULATIONS AND ORDERS

Regulation or Order No.	Nature of contravention

## RELEVANT EVENTS

While the aircraft was in flight at some 3000 feet above the Hawkesbury River, the VHF communications radio failed. After a few moments the pilot was aware of a smell of burning and he switched off the radio. Shortly after the radio was switched off, pungent smoke originating from the area of the radio installation under the instrument panel began to enter the cockpit and the pilot was compelled to open the canopy. He decided to land immediately and commenced an approach to a fairway on the nearby golf course. The approach was high and fast and the aircraft overshot the fairway. The pilot lowered full flap at approximately 90 knots and after crossing a line of trees proceeded to land on another fairway. Prior to touchdown he turned off the ignition, fuel and master switch and warned his passenger to leave the aircraft as soon as it stopped. When on short final the pilot noticed some golfers near the far end of the fairway and he applied full brake and full right rudder before touching down. The aircraft made contact with the ground initially on the right wing tip, bouncing on to the main wheels and nose before falling back on to the main undercarriage and tail wheel. The total ground run was 180 feet. Subsequent bench testing of VHF radio equipment revealed that in the circumstances of the filter capacitor breaking down, the overheating of the filter inductor produced smoke from the insulating substance.

## 8. OPINION AS TO CAUSE

The cause of the accident was that the pilot, while attempting an emergency landing, misjudged the landing approach.

Report approved



(D.S. GRAHAM)

Designation  
Assistant Director-General  
(Air Safety Investigation)Date  
11.5.71