

DEPARTMENT OF CIVIL AVIATION
AIR SAFETY INCIDENT REPORT

LOCATION OR ROUTE SECTION: 80 n.m. E of Derby
DATE: 13.9.73
TIME: 2310 GMT
AIRCRAFT TYPE AND MARKING: BE65 FDV
PILOT NAME AND INITIALS: Ende J.D. (Note: 1)
OWNER/OPERATOR: RFDS Vic Sect
FLIGHT CONDITIONS: IFR
TYPE OF OPERATION: Aerial Work
LAST DEPARTURE POINT: Derby
FIRST POINT OF INTENDED LANDING: Fossil Downs
FLT NO: (blank)

En-route from Derby to Fossil Downs to perform a routine clinic the aircraft was performing normally in cruise at A075 (Note: 2) and was 78 DME Derby at 2310 when the L/H fire warning system activated. Action in event of fire was carried out, a rapid descent initiated and the L/H fire bottle was discharged into this engine. The bell continued to ring. A "Mayday" transmission was made. Considering CFS procedure, DCA Accident Investigation Report #72-2 (Note: 3) and a recent Air Safety Digest a decision was made to land as soon as possible. The first obvious area was the DB -> FTZ (Derby-Fitzroy Crossing) road which was adjacent. A landing was made at 2317 and the aircraft was evacuated. The bell ceased ringing shortly before touchdown. Inspection of the suspect area revealed nothing except an initial strong smell of burnt insulation. A thorough check of all systems was carried out and having ascertained that the basic aircraft was sound, permission was obtained to ferry empty to DB. The road was blocked and a take-off was made at 0144. Approximately a minute after settling into cruise at 1200 feet the fire warning system activated again and in the hope of isolating the fault with the bell ringing a landing was made at a recently prepared oil rig strip known as Hardman Location. The bell continued to ring even after shut down since it is wired independent of the bus. The fault appeared to be in behind the L/H inboard augmentor tube. The circuit breaker was pulled and the system isolated. Further permission to ferry was received and departure was made at 0330 and arrival in Derby at 0400.

Signed CPL 4748
15-9-73

Defect Report
Findings following fire warning in FDV 13.9.73

1. Another thorough inspection of wiring was carried out. No signs of chafing or short circuiting were found.
2. Junction box and bell area inspected - OK.
3. A meter was placed across the sensor units one at a time providing a comparison of readings. The bottom centre one, or number two as the loom runs, was discovered to have an internal, intermittent, short circuit and the system now functions normally, leaving three sensors in the zone A fire area.

Signed CPL 4748
LAME 9047 (illeg)

NOTES

1	Pilot was Jan Douglas Ende.
2	A075 is 7,500 feet QNH i.e. above sea level not terrain.
3	Queen Air VH-CMI 20 January 1972.
4	Times are GMT/Zulu. Derby was +8.
5	Transcribed from a faded photocopy of Form C.A. 225 (1968) M70/0040 and two additional pages included with the log books of VH-FDV. Transcribed with some difficulty and minor formatting changes for clarity by Ron Cuskelly on 22NOV21.