

**Aviation Safety Investigation Report
199500223**

**Quickie Aircraft Corporation
Quickie**

02 January 1995

Readers are advised that the Australian Transport Safety Bureau investigates for the sole purpose of enhancing transport safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purposes.

Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with Part 2A of the Air Navigation Act 1920.

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NOTE: All air safety occurrences reported to the ATSB are categorised and recorded. For a detailed explanation on Category definitions please refer to the ATSB website at www.atsb.gov.au.

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

Occurrence Number: 199500223 **Occurrence Type:** Accident
Location: Balaklava
State: SA **Inv Category:** 4
Date: Monday 02 January 1995
Time: 1600 hours **Time Zone** CSuT
Highest Injury Level: None

Aircraft Manufacturer: Quickie Aircraft Corporation
Aircraft Model: Q200
Aircraft Registration: VH-FMV **Serial Number:** N124
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Substantial
Departure Point: Balaklava SA
Departure Time:
Destination: Balaklava SA

Crew Details:

<u>Role</u>	<u>Class of Licence</u>	<u>Hours on</u>	
		<u>Type</u>	<u>Hours Total</u>
Pilot-In-Command	Private	14.0	1420

Approved for Release: Monday, February 6, 1995

The pilot was conducting a local flight in weather conditions which were fine, but with a gusty 20-25 kts south-easterly wind blowing.

On return a normal approach for landing was made at 85 kts, with the touchdown at 80 kts. About 250 metres into the landing roll a wind gust, combined with the aircraft canard design and undulation in the airstrip surface, caused the aircraft nose to pitch up through 45 degrees, and become airborne again.

Before the pilot could take recovery action the aircraft stalled and impacted the airstrip in a steep nose down attitude. It then bounced and skipped across the ground on its nose for about 28 metres before tipping over onto its back.