

**Aviation Safety Investigation Report
199503513**

**American Aircraft Corp
Tiger**

24 October 1995

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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.

Occurrence Number: 199503513 **Occurrence Type:** Accident
Location: Mt Warning
State: NSW **Inv Category:** 4
Date: Tuesday 24 October 1995
Time: 0955 hours **Time Zone** EST
Highest Injury Level: Fatal
Injuries:

	Fatal	Serious	Minor	None	Total
Crew	1	0	0	0	1
Ground	0	0	0	0	0
Passenger	0	0	0	0	0
Total	1	0	0	0	1

Aircraft Manufacturer: American Aircraft Corp
Aircraft Model: AA-5B
Aircraft Registration: VH-WPY **Serial Number:** AA5B-1146
Type of Operation: Non-commercial Practice
Damage to Aircraft: Destroyed
Departure Point: Archerfield QLD
Departure Time: 0927 EST
Destination: Archerfield QLD

Crew Details:

<u>Role</u>	<u>Class of Licence</u>	<u>Hours on Type</u>	<u>Hours Total</u>
Pilot-In-Command	Private		100

Approved for Release: Wednesday, November 22, 1995

The pilot hired the aircraft with the stated intention of conducting practice circuits at Archerfield. When he taxied, he told the Surface Movement Controller that he was proceeding to the (Archerfield) Southern Training Area. The aircraft departed the circuit area at 0927 EST.

At about 0955, a witness near Mt Warning heard an aircraft engine operating at high rpm followed by the sound of impact. Later an aerial search found the fragmented and burnt wreckage of an aircraft at the base of a near vertical cliff on the north face of Mt Warning. The aircraft had impacted head on, near the geometric centre of a large triangular shaped cliff face. The weather at the time was fine with a clear blue sky and light winds.

On the basis of information received concerning the circumstances of this occurrence, the Bureau has discontinued its investigation.
