

**Aviation Safety Investigation Report
198903741**

American Aviation AA5-B

13 January 1989

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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 CEO 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.

This accident was not the subject of an on-site investigation.

Occurrence Number: 198903741 **Occurrence Type:** Accident
Location: 30 km North of Casino NSW
Date: 13 January 1989 **Time:** 919
Highest Injury Level: Nil
Injuries:

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	3
Total	0	0	0	4

Aircraft Details: American Aviation AA5-B
Registration: VH-WPY
Serial Number: AA5B-1146
Operation Type: Private
Damage Level: Substantial
Departure Point: Archerfield QLD
Departure Time: 0720
Destination: Bankstown NSW

Approved for Release: 28 April 1989

Circumstances:

The forecast for the flight indicated that there was scattered cloud along the flight planned route, with additional cloud around the ranges. The pilot was advised that the weather conditions would be least favourable close to the DEPARTURE aerodrome, with conditions improving as the flight progressed to the south. Approaching the ranges on the Queensland border, the aircraft was climbed to 9000 feet to overfly what the pilot expected would be a small area of cloud. However, the cloud was found to be more extensive and the pilot descended to regain visual contact with the ground. He then found that he was unable to fly out of a valley because of cloud and rain, and elected to carry out a precautionary landing in a paddock. During the landing roll the nose gear was torn off because of the rough surface conditions. An amended area forecast was issued about five minutes before the aircraft departed Archerfield but this was not relayed to the pilot. The amended forecast indicated broken cumulus cloud between 2500 feet and 10000 feet in addition to broken strato-cumulus between 4000 feet and 9000 feet in the area of the accident.

Significant Factors:

The following factors were considered relevant to the development of the accident

1. The pilot encountered adverse weather conditions.
2. The pilot attempted to continue the flight into these conditions.
3. An amended weather forecast was not passed to the pilot. It was possible that the pilot might have abandoned the flight had this information been available.

4. The aircraft was committed to a landing on unsuitable terrain.