

**Aviation Safety Investigation Report
198401426**

Aero Commander 500A

1 December 1984

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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.

Occurrence Number: 198401426
Location: Goulburn, NSW.
Date: 1 December 1984
Highest Injury Level: Serious
Injuries:

Occurrence Type: Accident

Time: 1051

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Ground	0	0	0	-
Passenger	0	1	1	0
Total	0	2	1	0

Aircraft Details: Aero Commander 500A
Registration: VH-AGA
Serial Number:
Operation Type: Private travel
Damage Level: Destroyed
Departure Point: Canberra, ACT.
Departure Time: 1051
Destination: Goulburn, NSW.

Approved for Release: 27th March, 1985

Circumstances:

The aircraft was being used to transport equipment for members of an Aero Club, who were to carry out training at Goulburn. As the pilot was undergoing formation flying training, it was decided that he would lead a formation of two aircraft for the flight. A briefing on the procedures to be followed was carried out. During the flight the pilot of the second aircraft began to suspect the accuracy of his aircraft's airspeed indicator and requested that it be checked against that of the lead aircraft as the aircraft joined the circuit. The pilot of the lead aircraft extended the landing gear and flew the initial leg of the circuit at an indicated airspeed of 96 knots. At the end of this leg the pilot turned the aircraft steeply to the left, the nose dropped slightly and the aircraft flicked into a steep right turn. The aircraft then assumed a steep nose down attitude, however, the pilot was able to level the wings and raise the nose to the level attitude before impact. The impact occurred at a very high rate of sink. The pilot had not previously practiced steep turns at relatively slow airspeed and was not aware of the stalling speed in the given configuration and attitude. The pilot was subsequently unable to recall the reason for attempting a steeper than normal turn. When the aircraft stalled the pilot was unable to effect a full recovery in the height available before impact with the ground.