

**Aviation Safety Investigation Report  
198901576**

**American Aircraft Inc. (Falcon)**

**28 June 1989**

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 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](http://www.atsb.gov.au).**

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

**Occurrence Number:** 198901576      **Occurrence Type:** Accident  
**Location:** 7 km W of Torquay VIC  
**Date:** 28 June 1989      **Time:** 1710  
**Highest Injury Level:** Nil  
**Injuries:**

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>

**Aircraft Details:** American Aircraft Inc.  
(Falcon)  
**Registration:** 10-0612  
**Serial Number:**  
**Operation Type:** Sport Aviation  
**Damage Level:** Substantial  
**Departure Point:** 5 km W of Torquay VIC  
**Departure Time:** 1530  
**Destination:** 5 km W of Torquay VIC

**Approved for Release:** 15th August 1989

**Circumstances:**

While performing a climbing turn to the left, at about 400 feet above the ground, there was a violent thud, a loud bang and the aircraft bank increased rapidly to the left. The pilot reduced power to reduce the level of engine vibration and levelled the aircraft. He noticed that a large portion of the left wing had been damaged before carrying out a successful, engine-off landing into a nearby paddock. An inspection of the aircraft discovered that the perforated, steel muffler core had been ejected into the propeller which flung the core into the left wing. The propeller, the aileron, two ribs and sections of the wing coverings were damaged. The above information was obtained from a report submitted by the pilot to the Australian Ultralight Federation. The report did not give the reasons for the failure of the muffler.

**Significant Factors:**

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

1. The muffler internal core became loose and was ejected into the propeller - reasons not determined.
2. The propeller flung the muffler core into the left wing.