

**Aviation Safety Investigation Report
198600128**

Stoddard Hamilton Glasair SH-2

1 February 1986

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.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the CEO of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

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: 198600128
Location: Northam WA
Date: 1 February 1986
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident

Time: 1650

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

Aircraft Details: Stoddard Hamilton Glasair
SH-2
Registration: VH-HRG
Serial Number:
Operation Type: Private-Pleasure
Damage Level: Substantial
Departure Point: Northam WA
Departure Time: 1650
Destination: Northam WA

Approved for Release: May 13th 1987

Circumstances:

As the aircraft touched down, the pilot felt the left maingear leg give way. He applied power, but the aircraft did not climb away and the pilot was unable to maintain directional control. To avoid colliding with trees outside the airfield boundary the pilot closed the throttle and landed the aircraft. The left maingear leg collapsed and the right wing was damaged when it struck a small bush. An inspection of the landing gear revealed that the aircraft had suffered a heavy landing. It was also found that the nut on the gear upper retaining bolt had been stripped. This nut was not the type specified by the Glasair Construction Manual.