

**Aviation Safety Investigation Report
198601424**

Maule M5-235 C

09 July 1986

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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: 198601424 **Occurrence Type:** Accident
Location: Wynyard TAS
Date: 09 July 1986 **Time:** 919
Highest Injury Level: Nil
Injuries:

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

Aircraft Details: Maule M5-235 C
Registration: VH-MEU
Serial Number:
Operation Type: Private (Ferry)
Damage Level: Substantial
Departure Point: Moorabbin VIC
Departure Time: 0919
Destination: Wynyard TAS

Approved for Release: September 26th 1986

Circumstances:

When the pilot arrived at the destination, the wind was swinging from south to south-west and gusting from 15 to 35 knots. Runway 23 was unserviceable, and the pilot later advised that there were no suitable grass areas for an into-wind landing. An approach was made to runway 26, but during the landing roll the aircraft was affected by a strong wind gust. The pilot was unable to maintain directional control, and the aircraft groundlooped, collapsing the right maingear. The pilot was relatively inexperienced on tailwheel type aircraft. He had elected to make a landing approach after being informed that the present wind was from 190 to 230 degrees at 18 knots. This would have resulted in a crosswind component of between 9 and 15 knots, while the maximum allowable for the aircraft type was 12 knots. More favourable landing conditions existed at other aerodromes in the area. The pilot had apparently not considered the possibility of strong wind gusts as he made the approach.