

Aviation Safety Investigation Report 199002026

Grumman AA5

09 November 1990

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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 formally investigated by the Bureau.

Occurrence Number: 199002026 **Occurrence Type:** Accident
Location: Adaminaby NSW
Date: 09 November 1990 **Time:** 1200
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: Grumman AA5
Registration: VH-ETQ
Serial Number: AA5-0195
Operation Type: Private
Damage Level: Substantial
Departure Point: Adaminaby NSW
Departure Time: N/A
Destination: Moruya NSW

Approved for Release: 27th December 1990

Circumstances:

The pilot reported that he had obtained permission to use the Authorised Landing Area, and had operated there on several occasions. He was assured that the strip was maintained and mown regularly. On arrival the previous day, he noted that the grass was unusually long. From the take-off weight chart he calculated that in nil wind conditions the aircraft weight was less than the maximum allowable for the prevailing strip conditions. Several taxiing runs were made up and down the strip to assess aircraft acceleration. The pilot then commenced a take-off run towards the west into an estimated five to eight knot headwind. Take-off safety speed was achieved and the aircraft became airborne about sixty metres before the end of the strip, but failed to climb. The airspeed began to decay and the aural stall warning was heard. The pilot closed the throttle and landed in a paddock ahead. Because of the damp grass, braking was ineffective and the aircraft collided with a fence. Although the strip elevation was 3350 feet, the pilot said that based on earlier advice from his instructors, and from his knowledge of the engine manufacturers recommendations, he did not consider leaning the fuel mixture for take-off. He also said that local pilots had suggested there was a wind tunnelling effect at the end of the strip due to the terrain.