

**Aviation Safety Investigation Report**  
**199002045**

**Sirocco**

**21 December 1990**

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 formally investigated by the Bureau.

**Occurrence Number:** 199002045 **Occurrence Type:** Accident  
**Location:** Holbrook NSW  
**Date:** 21 December 1990 **Time:** 1837  
**Highest Injury Level:** Serious  
**Injuries:**

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

**Aircraft Details:** Sirocco  
**Registration:** A10-79  
**Serial Number:** 3  
**Operation Type:** Private  
**Damage Level:** Substantial  
**Departure Point:** Holbrook NSW  
**Departure Time:** N/K  
**Destination:** Holbrook NSW

**Approved for Release:** 17th June 1991

#### **Circumstances:**

The pilot had limited solo experience in powered aircraft and had never flown the accident aircraft type before. He said he had been conducting taxi tests with no intention of flying. However, about three quarters of the way down the runway the aircraft unexpectedly became airborne, on somewhat less than full power. Assuming there was insufficient runway remaining for a landing, the pilot climbed to what he assessed to be a safe altitude and turned left without changing the power setting. He was concerned at the low indicated airspeed and when the right wing dropped he thought the aircraft had stalled. He immediately applied full power and lowered the nose. No other control inputs were made and the aircraft flew into the ground under high power in a shallow descent. The pilot's instructor said he noticed the pitot head was misaligned before the aircraft was assembled on the morning of the accident. He realigned the head but noticed that it rotated reasonably easily in its mounting. He noticed the head was again misaligned after the accident. If the head had been misaligned during the flight the indicated airspeed would underread. This could explain why the aircraft unexpectedly became airborne, then cause the pilot to think he had stalled when the right wing dropped at low indicated airspeed.