

**Aviation Safety Investigation Report
198800745**

Sadler Vampire

17 December 1988

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.

This accident was not formally investigated by the Bureau. Relevant information was provided by the pilot and the aircraft operator.

Occurrence Number: 198800745
Location: Rowland Flat SA
Date: 17 December 1988
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident
Time: 1530

| | 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: Sadler Vampire
Registration: AUF 250122
Serial Number: N/K
Operation Type: Miscellaneous (Sport Aviation)
Damage Level: Substantial
Departure Point: Rowland Flat SA
Departure Time: 1500
Destination: Rowland Flat SA

Approved for Release: April 17th 1989

Circumstances:

The pilot reported that on returning from a local flight he made an approach to land in light wind conditions. He was not satisfied with this or the subsequent approach, and go arounds were carried out. The third approach was normal, although the aircraft floated for some distance before touching down. The pilot was unable to bring the aircraft to a halt within the confines of the strip, and it came to rest in a gully. He then observed that the wind had changed from a headwind to a tailwind of about 10 knots, and this had evidently affected the landing performance of the aircraft.

Significant Factors:

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

1. The pilot did not observe a change in the wind direction.
2. Insufficient braking was available to stop the aircraft in the distance available.