

**Aviation Safety Investigation Report
199702573**

**Ted Smith Aerostar Corp.
Aerostar**

11 August 1997

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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.

Occurrence Number: 199702573 **Occurrence Type:** Accident
Location: Olympic Dam, Aerodrome
State: SA **Inv Category:** 4
Date: Monday 11 August 1997
Time: 1115 hours **Time Zone** CST
Highest Injury Level: None

Aircraft Manufacturer: Ted Smith Aerostar Corp.
Aircraft Model: 600
Aircraft Registration: VH-UYV **Serial Number:** 60-0284-107
Type of Operation: Charter Passenger
Damage to Aircraft: Substantial
Departure Point: Leigh Creek SA
Departure Time: 1038 CST
Destination: Olympic Dam SA

Crew Details:

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	Commercial	550.0	1112

Approved for Release: Monday, April 6, 1998

The Aerostar was being flown on a passenger charter flight from Maitland, NSW to Olympic Dam, SA. Arriving in the circuit area, the pilot reported that he observed the windsock indicating a surface wind of 240 degrees at 10 knots. However, because the runway length of 1591 m was more than adequate, he elected to land on runway 06 with a tailwind component. He said he flew a normal approach using 45 degrees of flap, touching down about 150 m beyond the landing threshold.

Shortly after touching down the aircraft was struck by a strong wind gust and diverged to the left. The pilot was unable to prevent the aircraft from departing the sealed runway surface and entering an area of soft earth. The right main landing gear collapsed and the right propeller struck the ground, stopping the engine. After the aircraft had stopped, the pilot shutdown the left engine and evacuated the two passengers. Nobody was injured.

A local pilot who arrived at the site shortly after the accident estimated the wind as 240 degrees at 25 to 35 knots, but with regular gusts from the north. He also reported that the wind conditions had been similar all morning. The pilot of the Aerostar subsequently reported that local pilots said that the terrain around the landing area can produce a wind funnelling effect along and across the runway, which may not have been readily apparent.

A significant factor in this accident was the decision of the pilot to land on a runway affected by a marked downwind component.

