

**Aviation Safety Investigation Report
199600084**

**Grumman American Aviation Corp
Agcat**

11 January 1996

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 Executive Director 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.

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

Occurrence Number: 199600084 **Occurrence Type:** Accident
Location: Geelong, (ALA)
State: VIC **Inv Category:** 4
Date: Thursday 11 January 1996
Time: 0930 hours **Time Zone** ESuT
Highest Injury Level: Minor
Injuries:

	Fatal	Serious	Minor	None	Total
Crew	0	0	1	0	1
Ground	0	0	0	0	0
Passenger	0	0	0	0	0
Total	0	0	1	0	1

Aircraft Manufacturer: Grumman American Aviation Corp
Aircraft Model: G-164
Aircraft Registration: VH-FBA **Serial Number:** 397
Type of Operation: Non-commercial Practice
Damage to Aircraft: Substantial
Departure Point: Geelong Vic
Departure Time: 0930 ESuT
Destination: Geelong Vic

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command			174

Approved for Release: Tuesday, September 10, 1996

The pilot had recently purchased the aircraft. He reported that he was carrying out taxiing trials and simulated takeoff runs because he had not previously flown an aircraft of this size and power. During a simulated takeoff run the aircraft became airborne and climbed to approximately 30 feet above ground level. When the pilot closed the throttle the aircraft stalled. It impacted the ground with a high rate of descent and turned over. The pilot sustained minor injuries.

The pilot had accumulated 174 hours total time only 20 of which were on tail wheel aircraft. He had only flown one hour in a bi-plane during the previous 12 months. At the time of the accident he had not obtained instruction on the type.

