

**Aviation Safety Investigation Report
199601084**

**American Aircraft Corp
Traveller**

29 March 1996

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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: 199601084 **Occurrence Type:** Accident
Location: Parndana, (ALA)
State: SA **Inv Category:** 4
Date: Friday 29 March 1996
Time: 1210 hours **Time Zone** CSuT
Highest Injury Level: None

Aircraft Manufacturer: American Aircraft Corp
Aircraft Model: AA-5
Aircraft Registration: VH-ETT **Serial Number:** AA5-0282
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Substantial
Departure Point: Parafield SA
Departure Time:
Destination: Parndana SA

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Private	14.0	1250

Approved for Release: Wednesday, April 10, 1996

The aircraft departed from Parafield with three persons on board. The pilot estimated the aircraft weight was within tolerance, being just below the allowable maximum all up weight for the aircraft type.

The destination airstrip had a steep uphill gradient in the landing direction to the north. A 20 kt to 30 kt northerly wind was blowing at the time. The pilot assessed the situation, but because the wind was not generating a great deal of turbulence he believed it to be lighter, but he still decided to make a shallow approach at a slightly faster speed. On final approach, as the aircraft descended through about 500 ft above ground level (AGL), the pilot believed it experienced windshear, with the airspeed decreasing from 70 kt to 60 kt, and an increase in the rate of descent.

On short final the pilot reduced power, then flared for the landing but too high. He felt the aircraft sink but did not increase power to arrest the descent, with the result the aircraft struck the ground heavily on its main wheels, bounced, then turned to the left impacting the ground again with the left main wheel, left wingtip, nose wheel, and propeller. The nose gear separated, and the left main gear fractured.

A witness on the ground reported that a stronger wind gust occurred just as the aircraft was on short final and commencing to flare at about 20 ft AGL. It then sank rapidly to the ground.

The pilot probably misjudged the flare height due to the steep incline of the airstrip, allowed the airspeed to decay, then failed to apply power to prevent the subsequent high sink rate. The heavy aircraft weight, and the wind roll over effect in the lee of the hill, would have contributed to the rapid rate of descent.

