

**Aviation Safety Investigation Report  
199601214**

**Amateur Built Aircraft  
Rutan long-ez**

**16 April 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.

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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).**

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:** 199601214                      **Occurrence Type:** Accident  
**Location:** Moorabbin, Aerodrome  
**State:** VIC    **Inv Category:** 4  
**Date:** Tuesday 16 April 1996  
**Time:** 1500 hours                                      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Amateur Built Aircraft  
**Aircraft Model:** LONG-EZ  
**Aircraft Registration:** VH-RGL                                      **Serial Number:** Q051  
**Type of Operation:** Non-commercial Pleasure/Travel  
**Damage to Aircraft:** Substantial  
**Departure Point:** Launceston Tas  
**Departure Time:**  
**Destination:** Wangaratta Vic

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	Private	96.0	303

**Approved for Release:** Wednesday, April 17, 1996

The pilot reported that he made an unplanned diversion to Moorabbin due to unsuitable weather en route to his destination. His approach to runway 17 right was "on the low side" and late on the approach the airspeed decreased and the sink rate increased. He applied power but this did not arrest the sink rate. The aircraft touched down heavily in soft earth short of the commencement of the sealed runway. This caused the nose landing gear assembly to collapse and then the nose section forward of the first bulkhead broke off as the aircraft slid onto the sealed runway. The aircraft was stopped in the grass on the right side of the runway.

The wind velocity reported by the tower at the time of the accident was from 200 deg at 15 to 20 kt.