

**Aviation Safety Investigation Report
199601262**

**American Aircraft Corp
Tiger**

20 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.

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: 199601262 **Occurrence Type:** Accident
Location: Katoomba, (ALA)
State: NSW **Inv Category:** 4
Date: Saturday 20 April 1996
Time: 1340 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: American Aircraft Corp
Aircraft Model: AA-5B
Aircraft Registration: VH-IGH **Serial Number:** AA5B-0984
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Substantial
Departure Point: Canberra ACT
Departure Time:
Destination: Katoomba NSW

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Private	144.0	200

Approved for Release: Tuesday, May 7, 1996

The aircraft was on a private flight to Katoomba. As the airstrip was not licenced, the pilot rang the operator for permission to land there. He was not advised of any hazards at the airstrip.

On arrival in the circuit area, the pilot determined that the wind conditions favoured landing in the 06 direction, and observed power lines crossing the approach path. The pilot reported that he decided to land the aircraft further along the runway than normal, to ensure adequate clearance from the power lines during the approach. After landing, he applied the brakes and steered the aircraft to the left side of the strip, prior to making a right turn to backtrack. However, the nose wheel struck a deep rut near the side of the strip, collapsing the nose landing gear, and allowing the propeller to strike the ground.