

**Aviation Safety Investigation Report
199602746**

**Luscombe Aircraft Corp
8E**

01 September 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.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

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: 199602746 **Occurrence Type:** Accident
Location: Cairns, Aerodrome
State: QLD **Inv Category:** 4
Date: Sunday 01 September 1996
Time: 1146 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Luscombe Aircraft Corp
Aircraft Model: 8E
Aircraft Registration: VH-LUX **Serial Number:** 5934
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Substantial
Departure Point: Innisfail QLD
Departure Time: 1050 EST
Destination: Cairns QLD

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Private	124.0	124

Approved for Release: Monday, October 21, 1996

Following touchdown, the aircraft bounced twice and veered to the right, before the left main gear collapsed. The aircraft came to rest on its left wingtip.

The wind conditions during the landing were not favourable for the tail-wheeled aircraft. The wind strength was 10 kts and all crosswind from the right. The pilot lost directional control of the aircraft, probably due to weather cocking.