Aviation Safety Investigation Report 199602857

Amateur Built Aircraft KIS TR-1

09 September 1996

Aviation Safety Investigation Report 199602857

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.

Aviation Safety Investigation Report

199602857

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: 199602857 Occurrence Type: Accident

Location: Taree, Aerodrome

NSW State: Inv Category: 4

Date: Monday 09 September 1996

Time: 0935 hours Time Zone **EST**

Highest Injury Level: None

Aircraft Manufacturer: Amateur Built Aircraft

Aircraft Model: KIS TR-1

VH-AIG Aircraft Registration: Serial Number: 0055

Type of Operation: Miscellaneous Other

Damage to Aircraft: Substantial Taree NSW **Departure Point:**

Departure Time:

Destination: Taree NSW

Crew Details:

| | Hours on | | |
|------------------|------------------|----------|-----------|
| Role | Class of Licence | Type Hou | ırs Total |
| Pilot-In-Command | Private | 155.0 | 392 |

Approved for Release: Monday, October 14, 1996

Following an uneventful flight, the pilot reported that the aircraft touched down normally. After rolling about 80 m the right wing dropped and the pilot suspected a tyre had failed. But about 50 m further on he heard pronounced scraping noises and the aircraft slewed right then left before finally coming to a halt about 10 m to the left of the runway.

A subsequent inspection of the aircraft revealed that the fixed landing gear attachment bolts had failed at the countersunk heads. The failure faces contained rust deposits, indicating the bolts had been cracked for some time prior to the accident.

The manufacturer has subsequently changed the design specification to fit standard flat head bolts in place of countersunk bolts.