

**Aviation Safety Investigation Report  
199500500**

**American Aircraft Corp  
Tiger**

**05 February 1995**

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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](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:** 199500500                      **Occurrence Type:** Accident  
**Location:** Bunbury  
**State:** WA                                              **Inv Category:** 4  
**Date:** Sunday 05 February 1995  
**Time:** 1420 hours                                      **Time Zone** WST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** American Aircraft Corp  
**Aircraft Model:** AA-5B  
**Aircraft Registration:** VH-SYM                      **Serial Number:** AA5B-0295  
**Type of Operation:** Instructional Solo  
**Damage to Aircraft:** Substantial  
**Departure Point:** Jandakot WA  
**Departure Time:** 1313 WST  
**Destination:** Bunbury WA

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	Student	12.0	45

**Approved for Release:** Friday, April 7, 1995

The student pilot was engaged in a solo cross training flight at the time of the accident. As he was approaching the aerodrome he reported that he checked the windsock and noticed that the wind appeared to be from the north-east at approximately 10 knots. The pilot entered the circuit area and completed an approach and landing on runway 07. The aircraft touched down, on the gravel centre section, approximately 300m in from the threshold of the 1221m long strip.

The pilot observed that the aircraft was not slowing as fast as expected and he applied full braking. When it became apparent that the aircraft would not stop by the boundary fence the pilot shut the engine down and attempted to steer the aircraft to the right, on to the grass and away from the fence.

The left wing collided with a fence post, swinging the aircraft through 140 degrees and the aircraft stopped on the gravel verge of a two lane road with the right wing blocking one lane.

As the pilot exited the aircraft he observed that the windsock indicated a tailwind of approximately 20 knots on runway 07.