

**Aviation Safety Investigation Report  
199400798**

**Stinson Division  
SR-9C**

**04 April 1994**

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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).**

**Occurrence Number:** 199400798      **Occurrence Type:** Accident  
**Location:** Mangalore  
**State:** VIC      **Inv Category:** 4  
**Date:** Monday 04 April 1994  
**Time:** 1045 hours      **Time Zone:** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Stinson Division  
**Aircraft Model:** SR-9C  
**Aircraft Registration:** VH-ISR      **Serial Number:** 5209  
**Type of Operation:** Non-commercial Pleasure/Travel  
**Damage to Aircraft:** Substantial  
**Departure Point:** Mangalore VIC  
**Departure Time:** 1030 EST  
**Destination:** Mangalore VIC

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	Private	165.0	1484

**Approved for Release:** Tuesday, June 28, 1994

The pilot made a short local flight and in very light wind conditions returned to land on runway 23. During the landing roll the aircraft slowed and as the tail was lowered a swing to the right commenced. The pilot applied maximum left brake but was unable to prevent the aircraft leaving the runway at an angle of about 30 degrees and then ground looping right. The left main gear leg collapsed.

The pilot reported that he believed that the right brake locked on initial application. Ground marks indicate that both brakes were locked when the aircraft ran off the sealed runway. The aircraft is not equipped with a steerable tailwheel and with the flaps lowered for landing, as on this approach, the rudder is ineffective once the tail is lowered.

