

**Aviation Safety Investigation Report
199300094**

**Victa Ltd
AIRTOURER 115**

31 January 1993

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:	199300094	Occurrence Type:	Accident
Location:	Torquay		
State:	VIC	Inv Category:	4
Date:	Sunday 31 January 1993		
Time:	2015 hours	Time Zone	ESuT
Highest Injury Level:	None		

Aircraft Manufacturer:	Victa Ltd		
Aircraft Model:	AIRTOURER 115		
Aircraft Registration:	VH-KHP	Serial Number:	113
Type of Operation:	Non-commercial Pleasure/Travel		
Damage to Aircraft:	Substantial		
Departure Point:	Torquay		
Departure Time:	2000 ESuT		
Destination:	Torquay		

Approved for Release: Tuesday, June 29, 1993

During approach the pilot was distracted by the proximity of trees and wires near the threshold. He allowed the speed to deteriorate and an excessive rate of descent to develop which he did not arrest. The aircraft landed heavily dislodging the nose wheel. The nose wheel mount tube dug into the surface of the strip and the aircraft overturned. The two occupants escaped without injury.

Significant Factors.

The following factors were considered relevant to the development of the accident.

1. The pilot was not aware of the degrading airspeed, possibly due to channelised attention.
2. The aircraft developed a high rate of descent.
3. The pilot did not arrest the high rate of descent.
4. The aircraft landed heavily and the nosewheel broke off.