

**Aviation Safety Investigation Report
199301369**

**Auster Aircraft Ltd
Auster**

16 May 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: 199301369 **Occurrence Type:** Accident
Location: Gingin
State: WA **Inv Category:** 4
Date: Sunday 16 May 1993
Time: 1100 hours **Time Zone:** WST
Highest Injury Level: None

Aircraft Manufacturer: Auster Aircraft Ltd
Aircraft Model: J5G/A2
Aircraft Registration: VH-KCG **Serial Number:** 3188
Type of Operation: Miscellaneous Glider Towing
Damage to Aircraft: Substantial
Departure Point: Gingin WA
Departure Time:
Destination: Gingin WA

Crew Details:

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	Private	40.0	1200

Approved for Release: Saturday, October 30, 1993

The aircraft was returning to land with a glider tow rope attached when it landed heavily causing part of the tail wheel structure to collapse. The aircraft yawed rapidly to the left but the pilot was able to regain control. Shortly after control was regained the aircraft yawed rapidly to the right. As the aircraft was heading towards a group of people on the ground the pilot deliberately ground looped the aircraft to avoid striking them. The aircraft came to an abrupt stop causing the right wing to strike the ground fracturing the wing spar.

Subsequent inspection revealed the tow rope stretched taut to a strip light at the side of the runway and both tail wheel actuating springs were detached.