

**Aviation Safety Investigation Report
199301932**

**Auster Aircraft Ltd
J5**

04 July 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.

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.

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:	199301932	Occurrence Type:	Accident
Location:	Kotta		
State:	VIC	Inv Category:	4
Date:	Sunday 04 July 1993		
Time:	1500 hours	Time Zone	EST
Highest Injury Level:	None		

Aircraft Manufacturer:	Auster Aircraft Ltd		
Aircraft Model:	J5		
Aircraft Registration:	VH-KSK	Serial Number:	2809
Type of Operation:	Non-commercial Practice		
Damage to Aircraft:	Substantial		
Departure Point:	Kotta VIC		
Departure Time:			
Destination:	Kotta VIC		

Approved for Release: Tuesday, October 12, 1993

When the pilot attempted to add power to correct an undershoot on short final for landing, he discovered that the throttle had jammed. As he manoeuvred the aircraft to avoid a fence, it stalled from about 10 feet. The aircraft landed heavily and the landing gear collapsed.

Subsequently it was found that the throttle inner cable had broken and jammed in the outer cable.

Significant Factors

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

1. The throttle cable broke in flight.
2. The pilot was unable to increase power to correct an undershoot.
3. The pilot stalled the aircraft while trying to avoid a fence.