

**Aviation Safety Investigation Report
198801392**

Aero Commander 680 E

14 July 1988

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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.

found of any defects that might have contributed to the accident. The aircraft had evidently been under control at the time it collided with the trees. A post analysis of the conditions by the Bureau of Meteorology indicated the possible presence of strong up and down drafts, horizontal wind shear, turbulence, and estimated visibility as 2-3000 metres in rain. The evidence suggested that the pilot may have been lower than he believed as the aircraft overflowed the aerodrome. Having passed overhead, there there would have been few external visual references under the existing conditions to alert him that the aircraft was inadvertently being descended into the ground.

Significant Factors:

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

1. The pilot attempted to conduct an operation for which he was not qualified.
2. Severe weather conditions in the destination aerodrome area with strong winds, turbulence, heavy rain and poor visibility.
3. The pilot continued flight into adverse weather conditions.
4. The pilot may have misread his altimeter and been lower than intended.
5. The pilot may have unintentionally descended the aircraft into the ground in conditions of poor visibility.