

**Aviation Safety Investigation Report
199403609**

**Pitts Aviation Enterprises
S-1**

24 November 1994

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.

Significant Factors

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

1. The crankshaft thrust bearing was inadequately lubricated during aerobatic manoeuvres.
 2. The crankshaft thrust bearing seized and stopped the engine.
 3. During the landing roll, the aircraft encountered an undulation and overturned.
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