

**Aviation Safety Investigation Report
199000607**

Pegasus Q

30 June 1990

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Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the CEO 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.

Occurrence Number: 199000607 **Occurrence Type:** Accident

Location: Emkaytee (50 Km SE Darwin) NT

Date: 30 June 1990 **Time:** 1756

Highest Injury Level: Fatal

Injuries:

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Ground	0	0	0	-
Passenger	0	0	0	0
Total	1	0	0	0

Aircraft Details: Pegasus Q

Registration: N/A

Serial Number: N/K

Operation Type: Private

Damage Level: Destroyed

Departure Point: Emkaytee NT

Departure Time: 1740

Destination: Emkaytee NT

Approved for Release: 14th September 1990

Circumstances:

The pilot was taking part in the activities of an Australian Ultralight Federation (AUF) club which used the strip for its home base. The pilot was apparently neither a member of the AUF nor the Australian Hang Glider Association. He had only owned the aircraft for about six weeks. Witnesses reported that their attention was drawn to the accident aircraft by the revving of the engine by the pilot. The aircraft at this point was over the strip at approximately 1300 feet above ground level. The pilot was then seen to manoeuvre the aircraft into a steep, near-vertical climb. From this point, the aircraft reportedly lost flying speed and flipped over three times. The wings of the aircraft were then seen to fold and separate from the rest of the aircraft as the engine noise stopped and the aircraft fuselage spiralled into the ground. Investigations into the pilot's background revealed consistent reports of his habit of showing off and performing manoeuvres close to the performance limits of the aircraft he was flying. He was reportedly also seen to perform manoeuvres with inadequate margins of safety and had allegedly been cautioned about his attitude to flying by a principal of the AUF club and the property owner. Engineering investigation of the wreckage showed that all failures of the aircraft structure had occurred as a result of overload or impact forces.

Significant Factors:

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

1. The pilot exceeded the design performance limits of the aircraft.
2. Inflight breakup due to pilot-induced overload.
3. Exhibitionist behaviour of the pilot. The accident was not the subject of an on-scene investigation.

