

**Aviation Safety Investigation Report  
199301828**

**Holbrook Light Aircraft and Ultralights  
Rans S12 Airaile**

**19 June 1993**

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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](http://www.atsb.gov.au).**

**Occurrence Number:** 199301828      **Occurrence Type:** Accident  
**Location:** Gympie  
**State:** QLD      **Inv Category:** 4  
**Date:** Saturday 19 June 1993  
**Time:** 1220 hours      **Time Zone** EST  
**Highest Injury Level:** Fatal  
**Injuries:**

	Fatal	Serious	Minor	None	Total
Crew	1	0	0	0	1
Ground	0	0	0	0	0
Passenger	0	0	0	0	0
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>

**Aircraft Manufacturer:** Holbrook Light Aircraft and Ultralights  
**Aircraft Model:** Rans S12 Airaile  
**Aircraft Registration:** 28-0823      **Serial Number:** 0892261  
**Type of Operation:** Non-commercial Pleasure/Travel  
**Damage to Aircraft:** Destroyed  
**Departure Point:** Gympie QLD  
**Departure Time:** 1205 EST  
**Destination:** Hervey Bay QLD

**Crew Details:**

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	Commercial	25.0	1900

**Approved for Release:** Tuesday, March 29, 1994

The pilot who had assembled the aircraft was also distributing the aircraft in Queensland. He had planned to fly the aircraft from Caboolture to an airshow at Hervey Bay.

The flight from Caboolture to Gympie took about two hours because of headwinds encountered en route. At Gympie the pilot refilled the left fuel tank of the aircraft from a 20 litre container he carried in the aircraft. He was then given a ride to a nearby service station where the container was refilled. Upon returning to the aircraft the refilled container was strapped to the seat beside the pilot. The pilot boarded the aircraft and after starting the engine the aircraft was taxied for take-off. Witnesses reported that after the aircraft became airborne it climbed overhead the airfield before setting course to the north. The witnesses also stated that the aircraft appeared to be operating normally and that engine operation was also normal.

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About five minutes later the aircraft was observed to the east of Gympie flying in a northerly direction. The engine was then reported to have misfired and stopped. The aircraft was turned to the west and overflew a golf course. The western side of the course was bounded by pine trees about 10 metres in height and the Bruce Highway. The aircraft cleared the pine trees but impacted the highway directly in front of a vehicle. The vehicle struck the fuselage of the aircraft which was dragged underneath the vehicle for a short distance.

The fuselage and inboard section of the wing were severely damaged by ground and vehicle impact. However, an inspection of the wreckage did not reveal any faults that may have contributed to the accident. The engine was removed from the aircraft and inspected. Apart from some minor accident damage it appeared in good condition. The engine was internally inspected and the only fault found was some minor scoring on the forward face of the number 1 piston which would indicate that the piston may have partially seized previously. The effect of this scoring on the operation of the engine prior to the accident could not be determined.

The pilot was experienced in the operation of ultralight aircraft and a senior ultralight flying instructor. He had operated this particular aircraft for all of the 25 hours it had flown since assembly. Following the reported engine problems, the aircraft was flown over the golf course which contained several fairways that would have been suitable for landing the aircraft in an emergency.

#### **SIGNIFICANT FACTORS**

1. The reason for the reported loss of engine power could not be positively determined.
  2. The pilot overflew suitable landing areas without attempting a landing.
  3. The pilot lost control of the aircraft at an altitude that was too low to effect recovery.
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