

**Aviation Safety Investigation Report
199304019**

**Austflight U.L.A. Pty Ltd
Drifter**

05 December 1993

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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 Executive Director 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: 199304019 **Occurrence Type:** Accident
Location: Tamrookum
State: QLD **Inv Category:** 3
Date: Sunday 05 December 1993
Time: 1011 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	1	0	0	0	1
Total	2	0	0	0	2

Aircraft Manufacturer: Austflight U.L.A. Pty Ltd
Aircraft Model: Drifter A-503
Aircraft Registration: 25-357 **Serial Number:** DR89-0383
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Destroyed
Departure Point: Tamrookum QLD
Departure Time: 0940 EST
Destination: Tamrookum QLD

Crew Details:

		Hours on	
Role	Class of Licence	Type	Hours Total
Pilot-In-Command	Ultralight Pilot	81.0	81

Approved for Release: Wednesday, August 31, 1994

The purpose of the flight was to conduct an aerial inspection of a corn crop located approximately 1 km east of the airstrip. Witnesses reported seeing the aircraft in straight and level flight at a height of about 500 ft and hearing a change in the engine noise. A short time later, the right wing dropped and the aircraft entered a steep, nose down, spiral descent which continued to ground impact.

Examination of the accident site showed that the aircraft had struck the ground while inverted and in a steep nose-down attitude while rotating to the right. The nature and extent of damage to the propeller indicated that the engine was developing significant power at impact. Inspection of the wreckage revealed no faults which might have contributed to the accident.

The evidence suggests that the aircraft probably stalled, causing the right wing to drop and a spiral dive to develop from which the pilot was unable to recover in the height available. The reason for the aircraft entering the manoeuvre was not determined.

Factors

1. The aircraft probably stalled, resulting in a spiral dive developing.
2. The pilot was unable to recover the aircraft to normal flight in the height available.