

**Aviation Safety Investigation Report
198803516**

Jester (Powered Hang-Glider)

30 April 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.

Occurrence Number: 198803516 **Occurrence Type:** Accident
Location: Ashover Station (93 km SSE Mt Isa) QLD
Date: 30 April 1988 **Time:** 1800
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: Jester (Powered Hang-Glider)
Registration: N/A
Serial Number: N/A
Operation Type: Sport Aviation
Damage Level: Substantial
Departure Point: Ashover Station QLD
Departure Time: 1800
Destination: Ashover Station QLD

Approved for Release: 27 October 1988

Circumstances:

The pilot and his support crew arrived at the site in the late afternoon and decided to only carry out taxi trials. This was to allow the pilot to get the feel of the controls of his recently purchased, powered hang-glider before flight testing it the next morning. During the last taxi run, it appears that the aircraft became airborne inadvertently. The aircraft climbed steeply to a height of about 150 to 200 feet. Large pitch changes were noted before the attitude stabilised in near level flight. Almost immediately, a shallow right turn commenced which rapidly deteriorated into a descending spiral. The aircraft struck trees and the ground in a vertical dive. Total flight time was 15 to 20 seconds. The pilot had held a Private Pilot Licence some 18 years previously. An offer of flight training had been made by an experienced powered hang-glider pilot, but this offer has been refused because the pilot wanted to teach himself. The control logic of the powered hang-glider was exactly opposite to that of the conventional aircraft on which the pilot had experience.

Significant Factors:

It was considered that the following factors were relevant to the development of the accident

1. The pilot taxied the powered hang-glider too quickly and it inadvertently became airborne.
2. The control logic of the powered hang-glider was opposite to that of a conventional aircraft.
3. The pilot encountered unforeseen circumstances beyond his capability which probably resulted in the application of incorrect control input.

4. Improper operation of the primary flight control caused a loss of control.
5. The loss of control occurred at a height from which recovery was not possible.
6. The pilot had failed to avail himself of expert tuition which had been offered.
7. The pilot was overconfident.