

**Aviation Safety Investigation Report  
198703534**

**Wheeler Scout Mark III**

**30 September 1987**

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

**Occurrence Number:** 198703534  
**Location:** Deeral (10 km N Babinda) QLD  
**Date:** 30 September 1987  
**Highest Injury Level:** Serious  
**Injuries:**

**Occurrence Type:** Accident  
**Time:** 1000

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

**Aircraft Details:** Wheeler Scout Mark III  
**Registration:** N/A  
**Serial Number:** N/K  
**Operation Type:** Sport Aviation  
**Damage Level:** Substantial  
**Departure Point:** Property Strip near Deeral  
QLD  
**Departure Time:** 0957  
**Destination:** Property Strip near Deeral  
QLD

**Approved for Release:** December 17th 1987

**Circumstances:**

The aircraft had previously had to be flown with the control stick displaced to the right of centre in order to maintain a wings level attitude. The aircraft owner advised a visiting ultralight pilot of the problem, who offered to attempt rectification. After conducting a flight to experience the problem first hand, the pilot adjusted the right wing warping wire and conducted another test flight. The adjustment had improved the trim problem but still not completely provided a fix. The pilot then readjusted the right wing warping wire to its original condition and added a D-shackle to the left wing warping wire to increase its length. Another test flight was carried out and it was found that the aircraft could only be maintained in level flight when full right rudder and full right control stick were applied. The aircraft was struck by a wind gust and the left wing dropped, as no further control was available to correct this situation, the pilot pulled a wing warping wire. Unfortunately he pulled the right wire instead of the left wire and was unable to correct his error before the aircraft struck the ground. A subsequent inspection of the wreckage found that the right wing warping wire was 19 millimetres longer than the left. Also, all the dimensions of the right wing were slightly larger than that of the left wing, resulting in the right wing area being about 80 square centimetres greater.