

**Aviation Safety Investigation Report
198601446**

Bushby Midget Mustang 1

28 December 1986

Readers are advised that the Australian Transport Safety Bureau investigates for the sole purpose of enhancing transport safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purposes.

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.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the CEO of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

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: 198601446 **Occurrence Type:** Accident

Location: Mercedes Park (5 km North Koo-Wee-Rup) VIC

Date: 28 December 1986 **Time:** N/A

Highest Injury Level: Nil

Injuries:

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

Aircraft Details: Bushby Midget Mustang 1

Registration: VH-JBR

Serial Number:

Operation Type: Private (Pleasure)

Damage Level: Substantial

Departure Point: Mercedes Park VIC

Departure Time: N/A

Destination: Tyabb VIC

Approved for Release: March 11th 1988

Circumstances:

The pilot was making a take-off in 15 knot crosswind conditions. Initial acceleration appeared to be normal, and the aircraft lifted off at 60 knots. However, about 30 metres further on the aircraft settled back onto the ground, became airborne again but then failed to perform as expected. It cleared a fence at the end of the strip, before touching down again in the adjacent paddock and subsequently striking an electrified fence. The wooden propeller shattered and the right landing gear was torn off before the aircraft came to rest some 880 metres from the start of the take-off run. Although the pilot observed no engine abnormality during the takeoff, subsequent tests found that both magnetoes were not operating normally. It is possible, therefore, that the engine suffered a partial loss of power during the takeoff run. It is also possible that the prevailing wind conditions caused a loss of performance shortly after liftoff, and that the high nose attitude adopted by the pilot further added to this performance loss.