

**Aviation Safety Investigation Report
198602306**

Boeing Stearman PT17

25 January 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: 198602306
Location: Goulburn NSW
Date: 25 January 1986
Highest Injury Level: Minor
Injuries:

Occurrence Type: Accident

Time: 1000

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

Aircraft Details: Boeing Stearman PT17
Registration: N68424
Serial Number:
Operation Type: Private (Pleasure)
Damage Level: Substantial
Departure Point: Goulburn NSW
Departure Time: 1000
Destination: "Iandra", 30 km NE Young
NSW

Approved for Release: April 28th 1987

Circumstances:

At a height of about 150 feet after a normal take-off, the aircraft commenced to roll slowly to the right. Corrective control inputs appeared to the pilot to have little or no effect and the aircraft continued to roll, with accompanying nose drop and yaw. The right wing tip struck the ground, followed by the landing gear. The gear was torn off and the aircraft overturned, coming to rest across a drainage ditch. No fault was subsequently found with the aircraft which might have contributed to the loss of control. There was no evidence of wind shear or any other atmospheric disturbance. The pilot reported that the engine power, attitude and airspeed had been such that a normal climb should have been achieved. The reason for the accident has not been determined.