

**Aviation Safety Investigation Report
198602647**

Pitts S1-E Special

1 March 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: 198602647
Location: 3km ESE of Gatton QLD
Date: 1 March 1986
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident
Time: 1745

	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: Pitts S1-E Special
Registration: VH-SIS
Serial Number:
Operation Type: Private-Practice Aerobatics
Damage Level: Substantial
Departure Point: Gatton Agricultural College
QLD
Departure Time: 1730
Destination: 3km ESE of Gatton QLD

Approved for Release: February 9th 1987

Circumstances:

The pilot had been practicing low level aerobatics near a road junction. There had been a fatal car accident at the intersection and the pilot had been requested to terminate the exercise. The pilot decided to land the aircraft on a nearby strip. An approach was carried out with a quartering tailwind. Two witness on the ground who observed the approach and landing, stated that after touch down the aircraft bounced and began to drift sideways. They observed that the aircraft touched down again while still drifting, nosed over and came to rest inverted, 80 metres prior to the airfield boundry fence. The strip chosen by the pilot was not suitable for the operation of his aircraft. The first touchdown occurred well down the length of the strip and a go-around was not attempted.