

**Aviation Safety Investigation Report
198600719**

Skycraft Scout Mk3

11 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: 198600719

Occurrence Type: Accident

Location: 5km West of Mannum SA

Date: 11 March 1986

Time: 1900

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: Skycraft Scout Mk3

Registration: Not Registered

Serial Number:

Operation Type: Private-Joyflight

Damage Level: Destroyed

Departure Point: Rosenzweig Farm, 6km
North-west of Mannum SA

Departure Time: 1900

Destination: Rosenzweig Farm SA

Approved for Release: November 17th 1986

Circumstances:

About 30 minutes after takeoff the aircraft was observed by witnesses to be heading in an easterly direction at about 500 feet above ground level. It was then seen to turn left, head north and commence a gradual descent. The witnesses then reported that another left turn was commenced and both wings folded back. The aircraft entered a steep descent before impacting with the ground. An inspection of the aircraft revealed that the left wing front drag cable had failed, due to fatigue and overload, at the forward end near to the attachment point. The failure of this cable resulted in the wings folding. The manufacturer of the aircraft had published a technical bulletin some seven months prior to the accident recommending that owners replace all the wires on their aircraft and fit a double drag brace system. The owner pilot of this aircraft was aware of the recommendation but had not made the necessary modifications.