

Aviation Safety Investigation Report
198903842

Lightwing Twin Seat Ultralight

23 June 1989

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: 198903842
Location: Amity Point QLD
Date: 23 June 1989
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: Lightwing Twin Seat Ultralight
Registration: Not Registered
Serial Number: LW1 001
Operation Type: Private/Sport Aviation
Damage Level: Substantial
Departure Point: Kooralbyn QLD
Departure Time: 1100
Destination: Jacobs Well QLD

Approved for Release: 7th November 1989

Circumstances:

During cruise, the engine started to run roughly. The pilot found that he could not maintain altitude and elected to land on a narrow road, this being the only area clear of trees. During the landing, the wing struck the ground. The cause of the engine problem was not determined. This accident was not the subject of a formal on-scene investigation.

Significant Factors:

The following factors were considered relevant to the development of the accident:

1. Rough running engine led to insufficient power being available for level flight.
2. Forced landing in unsuitable terrain.