

**Aviation Safety Investigation Report
198401439**

Hovey Whing Ding II Ultralight

7 July 1984

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: 198401439
Location: 2 Km NW of Bredbo NSW
Date: 7 July 1984
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: Hovey Whing Ding II
Ultralight
Registration: Not Required
Serial Number:
Operation Type: Sport Aviation Pleasure
Damage Level: Destroyed
Departure Point: "Riverside" HS NSW
Departure Time: 1145 (Aprx)
Destination: "Riverside" HS NSW

Approved for Release: 9th July 1985

Circumstances:

The pilot departed the property strip with the apparent intention of flying to a position near a town some 16 kilometres to the North. Witnesses in the town subsequently observed the aircraft as it arrived in the area. It was evidently performing normally as the pilot completed a level turn and took up a southerly heading. The aircraft then entered a descent, which was described as being similar to a landing approach except that the engine was operating at high power. The aircraft then disappeared from sight behind a hill and the wreckage was subsequently sighted by the pilot of another ultralight aircraft. It was determined that the aircraft had struck the ground in about a 20 degrees nose-down attitude. The pilot had been restrained by a lap-type seat harness and the flexing of his body during the impact had resulted in the stretching and dislocation of his thoracic spine. Specialist medical opinion indicated that the accident would probably have been survivable had the pilot been restrained by a full harness. The area where the accident occurred was not suitable for a normal landing. The investigation did not reveal any defect or malfunction with the aircraft, or any pre-existing medical condition with the pilot that might have accounted for the accident. The precise causes of the occurrence could not be determined.