

**Aviation Safety Investigation Report
198900841**

Drifter A 503

6 October 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:

198900841

Location:

Meningie SA

Date:

6 October 1989

Highest Injury Level:

Serious

Injuries:

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

Occurrence Type:

Accident

Time:

1530

Aircraft Details:

Drifter A 503

Registration:

AUF 25-0352

Serial Number:

N/A

Operation Type:

Private

Damage Level:

Substantial

Departure Point:

Millicent SA

Departure Time:

N/K

Destination:

Meningie SA

Approved for Release: 6th November 1989

Circumstances:

The pilot reported that he was flying straight and level at 200 feet above ground level(AGL) and about 55 knots when the aircraft sideslipped to the left and nosed over. The nose continued to drop to the almost vertical position and the speed built up to 60 knots. At about 100 feet AGL, the pilot attempted to pull out of the dive but the aircraft did not respond and struck the ground in the almost vertical nose down attitude. Eyewitnesses reported that the aircraft was in the circuit area when they saw a wing drop and the nose of the aircraft fall sharply. The AUF Safety Officer reported that the flying surfaces of the aircraft were undamaged and he suspected that a stall/spin DEPARTURE was experienced by the pilot. In addition to cuts and bruises, the pilot suffered compound fractures to both legs and his right arm. This accident was not the subject of a formal on scene investigation.

Significant Factors:

The following factor was considered relevant to the development of the accident

1. Probable inadvertent stall/spin at an altitude too low to effect recovery.