

**Aviation Safety Investigation Report
198701457**

Firebird M1

07 February 1987

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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: 198701457
Location: 2 km NNE Judbury TAS
Date: 07 February 1987
Highest Injury Level: Fatal
Injuries:

Occurrence Type: Accident
Time: 1030

	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: Firebird M1
Registration: Not Registered
Serial Number:
Operation Type: Miscellaneous (Sport Aviation)
Damage Level: Substantial
Departure Point: 2 km NNE Judbury TAS
Departure Time: 1030
Destination: Lonnavele (Approx 9 km West of Judbury) TAS

Approved for Release: April 30th 1987

Circumstances:

The aircraft was the only known one of its type in the country, and had been imported by the pilot in 1982. It had not been flown since April 1984. The pilot intended to ferry the aircraft to a neighbouring strip, but about 7 minutes after DEPARTURE the aircraft was seen to turn back. Approaching the DEPARTURE point, the aircraft suddenly pitched up, and shortly afterwards the left wing failed. The pilot attempted to use the recovery parachute, but this became entangled in the rotating propeller and the aircraft fell to the ground. It was likely that the pilot had abandoned his intended flight because of turbulence in the area. The left wing of the aircraft had folded in flight following failure of the lift strut, and the aircraft was in an extreme attitude when the recovery parachute was deployed. The pilot was not a member of the Australian Ultralight Federation, and had not contacted any local members for guidance or assistance prior to the flight.