## **Aviation Safety Investigation Report 198601432**

Pitts S1-E

12 October 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: 198601432 Occurrence Type: Accident

**Location:** Leongatha VIC

**Date:** 12 October 1986 **Time:** 1400

**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:** Pitts S1-E **Registration:** VH-WIZ

**Serial Number:** 

Operation Type: Private (Practice)
Damage Level: Substantial
Departure Point: Leongatha VIC

**Departure Time:** 1400

**Destination:** Leongatha VIC

**Approved for Release:** May 12th 1987

## **Circumstances:**

The pilot was flying one of three similar aircraft in practice for a forthcoming aerobatic display. The three aircraft carried out a stream landing, with the pilot of the subject aircraft intending to land to the left of the centre of the strip. Shortly after a normal touchdown, the aircraft encountered a soft area of the strip and subsequently overturned, coming to rest 85 metres from the initial point of touchdown. The display team had had no prior indication of any soft areas on the strip surface.