

**Aviation Safety Investigation Report
198701433**

Pitts S1E

18 April 1987

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: 198701433
Location: Bendigo VIC
Date: 18 April 1987
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident

Time: 1525

	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 S1E
Registration: VH-XII
Serial Number: V70
Operation Type: Private (Pleasure)
Damage Level: Substantial
Departure Point: Bendigo VIC
Departure Time: Approx 1500
Destination: Bendigo VIC

Approved for Release: September 4th 1987

Circumstances:

At the conclusion of an aerobatic sequence, the pilot positioned the aircraft for a landing on the grass flight strip. At the time, there was a crosswind of about 8 knots with occasional gusts. Towards the end of the landing roll the aircraft groundlooped and the left maingear collapsed. The pilot stated that he did not believe the aircraft could groundloop at such a slow speed and was therefore not ready when the aircraft weathercocked. He did not attempt to apply full power, which is the recommended procedure in this aircraft, to correct such a swing.