

**Aviation Safety Investigation Report
198903845**

Drifter

27 August 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: 198903845 **Occurrence Type:** Accident
Location: Orchid Beach Resort, Fraser Island QLD
Date: 27 August 1989 **Time:** 1500
Highest Injury Level: Serious
Injuries:

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

Aircraft Details: Drifter
Registration: AUF25-0318
Serial Number: N/K
Operation Type: Sport Aviation
Damage Level: Substantial
Departure Point: West Coast, Fraser Island
QLD
Departure Time: N/K
Destination: Orchid Beach Resort, Fraser
Island QLD

Approved for Release: 8 September 1989

Circumstances:

The aircraft had an amphibious capability and began the flight via a water takeoff. The landing was to be made on a beach on the other side of the island. The aircraft was observed flying parallel to the beach a few hundred metres from the shoreline and at an estimated altitude of 200-400 feet, when it rolled right and suddenly spiralled into the water. Some witnesses indicated that they heard the engine noise interrupted just before the aircraft rolled while others said that the noise remained constant. No abnormality was found in the aircraft or its engine which might have contributed to the accident. There was positive evidence that the engine was delivering power when the aircraft struck the water. The pilot indicated that he was winding down the landing gear as he flew parallel to the beach. This may have distracted him, allowing the airspeed to decrease. The flightpath of the aircraft into the water was typical of the post-stall behaviour of Drifter aircraft.

Significant Factors:

The following factors were considered relevant to the development of the accident

1. Possibly because he was distracted, the pilot inadvertently allowed the aircraft speed to decrease.
2. The aircraft stalled and impacted the water before recovery was effected.