

**Aviation Safety Investigation Report
198602683**

Unnamed Prototype

13 July 1986

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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: 198602683
Location: Toogoolawah QLD
Date: 13 July 1986
Highest Injury Level: Fatal
Injuries:

Occurrence Type: Accident

Time: 0837 approx

	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: Unnamed Prototype
Registration: Not Registered
Serial Number:
Operation Type: Miscellaneous (Sport Aviation)
Damage Level: Destroyed
Departure Point: Toogoolawah QLD
Departure Time: 0837 approx
Destination: Toogoolawah QLD

Approved for Release: May 25th 1987

Circumstances:

Initial test flying of the aircraft had been commenced the previous day. The pilot, who was a friend of the owner, had carried out a number of short hops along the 1000 metre strip. The following morning a further six hops were carried out, after which the pilot announced his intention to conduct a right hand circuit and landing. He made one further short flight along the strip, before taking off for the circuit. The aircraft passed over those on the ground at a height of about 300 feet, before passing out of sight while heading south-westerly. Shortly afterwards the engine noise level changed several times before ceasing altogether. A nearby farmer saw the aircraft in a left turn when the engine stopped. The turn tightened and the aircraft disappeared behind a hill. Sounds of impact were then heard. Investigation revealed that the aircraft had struck the ground while in a left spiral and travelling at relatively high speed. The engine was not rotating at the time of impact but no evidence could be found to suggest that it was not capable of operation. The fabric on the the left wing showed signs that it had separated along the entire trailing edge in flight. This would have resulted in a severe reduction of lift compared to that produced by the intact right wing and the subsequent uncontrollable left spiral. The aircraft did not comply with the relevant Air Navigation Orders, having an empty weight of about 210 kg, with a wing loading of about 20 kg/square metre.