

**Aviation Safety Investigation Report
198800744**

Hughes Light Wing

16 December 1988

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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: 198800744
Location: Goolwa SA
Date: 16 December 1988
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident

Time: 1615

	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: Hughes Light Wing
Registration: Not Registered
Serial Number: N/A AUF NO. - 25-0153
Operation Type: Sport Aviation
Damage Level: Substantial
Departure Point: Goolwa SA
Departure Time: 1515
Destination: Goolwa SA

Approved for Release: 11 January 1989

Circumstances:

When the pilot departed the aerodrome the wind strength was reported to be 18 knots. However, by the time the pilot returned for a landing the wind strength had increased significantly with gusts reported to have reached 30 knots. The pilot landed the aircraft successfully, but as he started to taxi a wind gust caused the right wing to rise. The left wingtip then contacted the ground and the aircraft nosed down resulting in the propeller also striking the ground. The aircraft then pirouetted around the wingtip and somersaulted onto its back. The strong wind sprang up during the time the pilot was flying in the local training area. After landing the pilot was unable to attract the attention of persons who could have acted as wing walkers and despite having placed the control column in the full back and full right position, he was unable to prevent the right wing from rising. This accident was not the subject of a formal on-site investigation.

Significant Factors:

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

1. Adverse weather conditions. It is apparent that the wind had become too strong for the ultralight to be taxied without the assistance of wing walkers.
2. There were no personnel available to provide ground handling assistance.