

**Aviation Safety Investigation Report
198803524**

Winton Sapphire

23 November 1988

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: 198803524
Location: 1.5 km E Mungallala QLD
Date: 23 November 1988
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident
Time: 1645

	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: Winton Sapphire
Registration: N/A
Serial Number: N/K
Operation Type: Private (Sport Aviation)
Damage Level: Substantial
Departure Point: Roma QLD
Departure Time: N/A
Destination: Charleville QLD

Approved for Release: March 6th 1989

Circumstances:

The pilot was taking part in an ultralight safari from Boonah to Cloncurry and return. The propeller separated from the aircraft in flight, damaging the tailboom and right wing. The pilot carried out a successful landing on the Warrego Highway. Investigation revealed that the propeller shaft had failed due to a flaw in the metal. This accident was not the subject of an on-site investigation.

Significant Factors:

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

1. Material failure of the propeller shaft due to a manufacturing flaw in the metal.
2. Propeller flew off in flight, striking right wing and tailboom.

Recommendaions:

It is recommended that the Australian Ultralight Federation advises its members of the circumstances and cause of this accident, together with details of the faulty propeller shaft.