

**Aviation Safety Investigation Report
198403568**

Fuji FA200-180

10 June 1984

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: 198403568
Location: Strathalbyn SA
Date: 10 June 1984
Highest Injury Level: Fatal
Injuries:

Occurrence Type: Accident

Time: 1427

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Ground	0	0	0	-
Passenger	1	0	0	0
Total	2	0	0	0

Aircraft Details: Fuji FA200-180
Registration: VH-FJI
Serial Number:
Operation Type: Pleasure Flight including
Aerobatics
Damage Level: Destroyed
Departure Point: Strathalbyn SA
Departure Time: 1427
Destination: Strathalbyn SA

Approved for Release: 1st April, 1985

Circumstances:

An inter-club fly-in had been organised at the private airstrip. The club secretary who had organised the meeting had expressed an interest in aerobatics, and arranged to accompany the pilot on a demonstration flight. A series of aerobatic manoeuvres, judged by the witnesses to be of a relatively poor standard, were completed between about 1500 and 3000 feet above ground level. The aircraft was then observed to overfly the aerodrome at about 300 feet agl and enter what appeared to be a roll. When the aircraft reached the inverted attitude, its nose was well below the horizon and the roll was not continued. The nose then lowered further as a "pull-through" manoeuvre was apparently attempted, however the aircraft impacted the ground at high speed before level flight could be regained. Subsequent investigation indicated that the aircraft and its control systems had been serviceable prior to impact with the ground. The pilot was neither approved nor sufficiently experienced to perform aerobatics at a low level and it is probable that on this occasion his actions were influenced by the presence of the group assembled on the ground.