

**Aviation Safety Investigation Report  
199600513**

**Pitts Aviation Enterprises  
S-1S**

**17 February 1996**

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.

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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](http://www.atsb.gov.au).**

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

**Occurrence Number:** 199600513                      **Occurrence Type:** Accident  
**Location:** Valley Field  
**State:** TAS    **Inv Category:** 4  
**Date:** Saturday 17 February 1996  
**Time:** 1525 hours                      **Time Zone**                      ESuT  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Pitts Aviation Enterprises  
**Aircraft Model:** S-1S  
**Aircraft Registration:** VH-CEX    **Serial Number:** 1-0059  
**Type of Operation:** Miscellaneous    Air Show/Air Racing/Air Trials  
**Damage to Aircraft:** Substantial  
**Departure Point:** Valley Field Tas  
**Departure Time:** 1525 ESuT  
**Destination:** Valley Field Tas

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	Private	2000.0	5110

**Approved for Release:** Wednesday, March 20, 1996

The pilot took off to conduct a low level aerobatic display. Shortly after lift off, at a very low height, he rolled the aircraft inverted. He applied forward elevator to hold the nose up to avoid a descent.

At that point a blanking nut came off the top of the canopy and the pilot instinctively reached for it. As he did so, he inadvertently allowed the aircraft to descend inverted onto the runway surface. While still inverted the aircraft slid to a stop on the runway.

**Significant Factors**

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

- 1 The presence of the loose blanking nut.
- 2 Low height of the aircraft.

3 The pilot allowed himself to be distracted from his primary task of flying the aircraft, at a crucial stage of the flight.

