

**Aviation Safety Investigation Report
199604103**

**Intreprinderea De Constructii
Aeronautice
IS-28M2**

14 December 1996

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Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with Part 2A of the Air Navigation Act 1920.

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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.

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: 199604103 **Occurrence Type:** Accident
Location: Ayr
State: QLD **Inv Category:** 4
Date: Saturday 14 December 1996
Time: 0815 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Intreprinderea De Constructii Aeronautice
Aircraft Model: IS-28M2
Aircraft Registration: VH-SSR **Serial Number:**
Type of Operation: Non-commercial Practice
Damage to Aircraft: Substantial
Departure Point: Ayr QLD
Departure Time: 0815 EST
Destination: Ayr QLD

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Private	397.0	2661
Student Pilot		6.5	7

Approved for Release: Tuesday, March 25, 1997

A visiting pilot was being trained on the motorised glider over a number of days. During this flight the pilot and his instructor intended conducting several circuits. On the climbout after the second touch and go, the engine stopped at 250 to 300 ft above ground level. The instructor took over and elected to land on a cross runway that was situated behind the aircraft, as the terrain off the end of the strip in use was not suitable for a landing. This decision required that he conduct a 180 degree turn to the left, followed by an 80 degree turn to the right, to align with the runway. The second turn was conducted at a low height, and required all the pilot's concentration. He then realised that the aircraft was lined up on the paddock next to the aerodrome. During the landing roll the aircraft struck a ditch and the landing gear was torn off.

The pilot reported that the engine stopped because the aircraft had run out of fuel. He had logged the fuel state but did not check the log prior to this flight. He had forgotten about flying conducted about two days earlier, during which the engine was used extensively. The clear plastic tube fuel gauge was reported to be inaccurate as it often became blocked at the bottom of the tank.

A portable emergency locator transmitter was carried behind the seats but it was not turned on.