Aviation Safety Investigation Report 198902601

Sorrell Hiperlight

12 November 1989

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: 198902601 Occurrence Type: Accident

Location: Beechwood NSW

Date: 12 November 1989 **Time:** 1015

Highest Injury Level: Fatal

Injuries:

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

Aircraft Details: Sorrell Hiperlight

Registration: 95-0048
Serial Number: N/K
Operation Type: Private
Damage Level: Substantial

Departure Point: Beechwood NSW

Departure Time: N/A

Destination: Beechwood NSW

Approved for Release: 10th July 1991

Circumstances:

The aircraft was taking off shortly after the pilot had carried out modifications to the fuel system. This had included removing and replacing fuel lines. A witness reported that prior to commencing the takeoff, the engine had been misfiring. This had continued during the takeoff run and initial climb until the engine stopped at a height of about 150 feet. The aircraft was seen to turn sharply to the left before entering a steep nose down spin. After about one full turn the aircraft struck the ground near the strip end. The pilot, who was not wearing a helmet, suffered a fatal head injury following the failure of his upper body restraint on impact. The reason for the loss of engine power could not be positively determined.

Significant Factors:

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

- 1. Undetermined loss of engine power after takeoff.
- 2. Pilot attempted operation with known engine deficiency.
- 3. Pilot encountered circumstances beyond his capability.

Reccomendations:

As a result of the initial investigation, the Australian Ultralight Federation was notified of the failure of the restraint system, together with a recommended solution. The AUF issued an Airworthiness Advisory on the subject in January 1990.