

From: [ATSB International Reporting](#)
To: INFO@uzpln.cz
Cc: [ATSB International Reporting](#)
Subject: ACCID 201908194 - Collision with terrain - near Renmark SA - 16 November 2019 [SEC=UNCLASSIFIED]
Date: Tuesday, 19 November 2019 1:29:06 PM
Attachments: [ACCID.pdf](#)

Good day,

Attached is notification of an accident involving a Evektor Aerotechnik Sportstar.

Please forward to the relevant personnel/organisations.

The ATSB is not investigating this accident.

Kind regards,

s.47F(1)

Australian Transport Safety Bureau

62 Northbourne Avenue
Canberra ACT 2601

P s.47F(1) | E s.47F(1)





Australian Government
Australian Transport Safety Bureau

ICAO Annex 13 Chapter 4
Accident & Serious Incident Notification

ATSB Reference: 201908194 **Category:** Accident
Investigation: No
Date and Time: Saturday, November 16, 2019 6:09 PM CSuT
Location: Renmark Aerodrome, 34.09° T 8Km (Renmark North)
State: SA **Country:** Australia
Latitude: -34.1347 **Longitude:** 140.7242
Highest Injury: Serious
Occurrence: Operational - Terrain Collisions - Collision with terrain
Site Access: Accessible
Dangerous Goods: Nil

Injury Details:	Crew	Passenger	Ground
Fatal	0	0	0
Serious	1	0	0
Minor	0	0	0
Nil	0	0	-

Nationalities: Australian

Aircraft Details:

s.47F(1)

Aircraft Type: Aeroplane
Serial Number: 2005-0402
Manufacturer: Evektor Aerotechnik
Model: Sportstar
Engine Manufacturer: Rotax
Engine Model: 912
Operation: Private Pleasure / Travel
Damage Level: Substantial
Country of Registration: Australia
Country of Manufacture: Czech Republic
Departed: Renmark SA
Destination: Renmark SA

Summary: During low-level circuits, the aircraft collided with trees resulting in the aircraft striking powerlines and subsequently colliding with terrain. The pilot was seriously injured and the aircraft substantially damaged.

201908194 - Occurrence Details

Overview

Logged date	18 Nov 2019
Occurrence category	Accident
ATSB involvement	Data entry
Status	Reviewed
Highest injury	Serious

When & where

Occurrence date	16 Nov 19
Occurrence time	18:09
Time zone	CSuT
UTC offset	10.5
Location	Renmark Aerodrome, 34.09° T 8Km (Renmark North)
Latitude	S 34° 08.08'
Longitude	E 140° 43.45'
State	SA
Country	Australia

Aircraft: s.47F(1) , Sportstar

Type	Aeroplane
Registration	s.47F(1)
Manufacturer	Evektor Aerotechnik
Model	Sportstar
Common name	Sportstar
Engine type	Piston
Type of landing gear	Tricycle - Fixed
Country of registration	Australia
Max weight category	0-2250 Kg (0-4960 Lbs)

Text summaries

ATSB summary	During low-level circuits, the aircraft collided with trees resulting in the aircraft striking powerlines and subsequently colliding with terrain. The pilot was seriously injured and the aircraft was substantially damaged.
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Occurrence type: Operational - Terrain Collisions - Collision with terrain

Associated aircraft	s.47F(1) Sportstar
Primary	True

Occurrence type: Operational - Terrain Collisions - Wirestrike

Associated aircraft	s.47F(1) Sportstar
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Safety factor: Local condition - Physical environment - Light conditions

Associated aircraft	s.47F(1) Sportstar
Description	s.47E(d)
Functional area	Flight operations

Operation: s.47F(1) , Sportstar

Phase of flight	Maneuvering/airwork
Departure	Renmark SA
Destination	Renmark SA
Aerodrome proximity	Off aerodrome <10k
Pilot flying status	Unknown
Pilot flying role	Pilot in command
Owner	Unknown
Operator	Unknown
Operation type	Private
Operation sub type	Pleasure / Travel
Flight plan filed	Unknown
Flight procedure	VFR
Flight conditions	VMC

Injury & damage: s.47F(1) , Sportstar					
	Fatal	Serious	Minor	Not injured	Total
Crew		1			1
Damage	Substantial				
Post-impact fire	No				

Injury & damage - Ground

Injury & damage - Other

Airspace: s.47F(1) , Sportstar	
Airspace class	G
Airspace type	OCTA
Altitude type	AMSL (above mean sea level - ft)
Altitude	Below 5000

Environment	
Light conditions	Daylight

Individual: s.47F(1)	
Associated Aircraft	s.47F(1) Sportstar
Surname	s.47F(1)
Given nams(s)	s.47F(1)
Position/Role	Pilot in command
Date of birth	s.47F(1)
ARN/Licence number	
Licence category	
Licence type	

Organisation

Component

Administration

Occurrence category	Accident
TSI reportable	Immediately reportable
Further Info Required	No
ATSB involvement	Data entry
Status	Reviewed
Notification	
File: SOM	
File	\\cbr1atsbsimp01\OccurrencesFiles\$\2019\11\201908194 ACCID 201908194 - Collision with terrain - near Renmark SA - 16 November 2019 [SEC=UNCLASSIFIED].pdf
Title	SOM
Date	19 Nov 2019

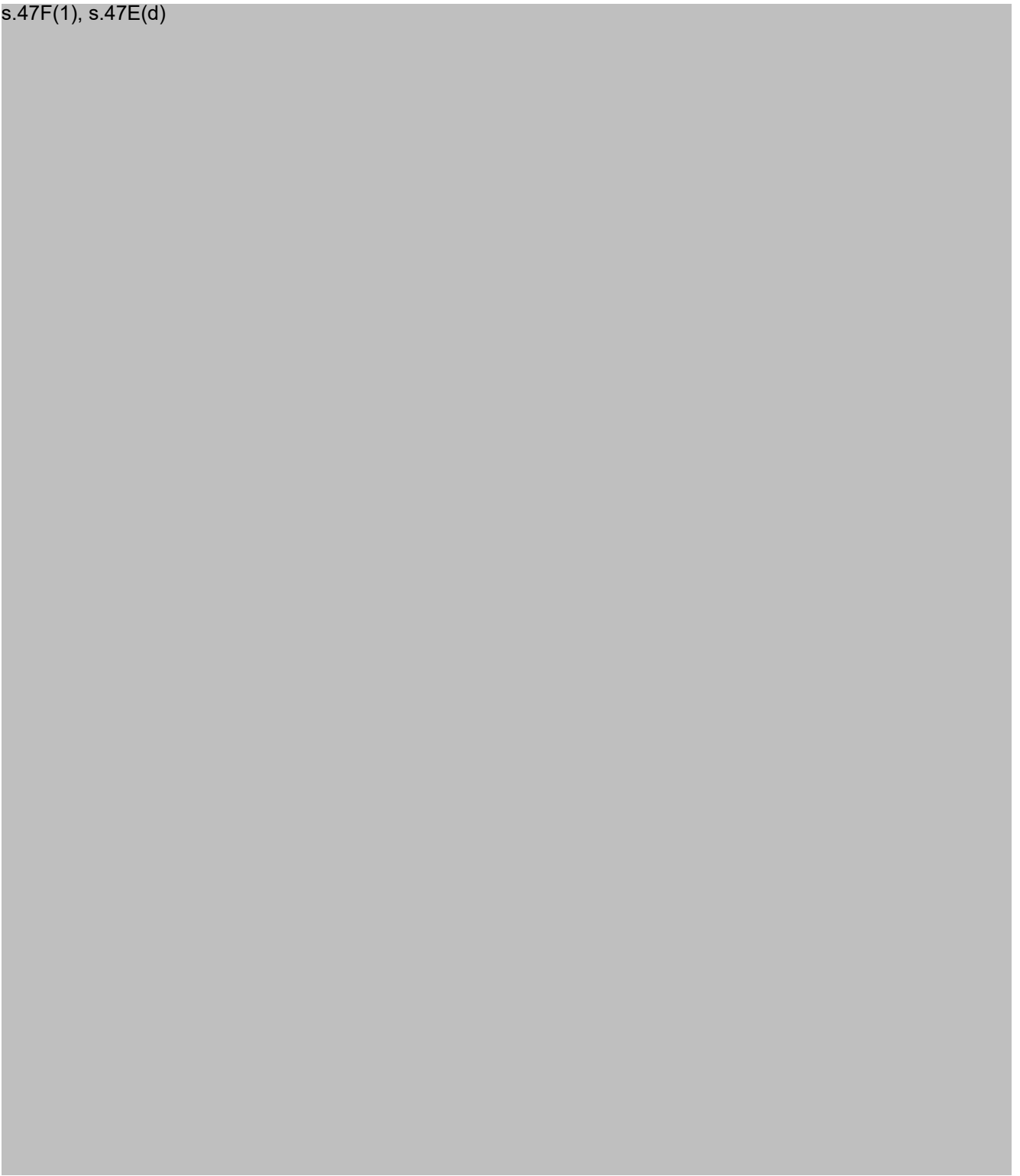


Aviation Notification Form

s.47F(1), s.47E(d)

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s.47F(1), s.47E(d)





Aviation Accident or Incident Notification

Australian Government

Australian Transport Safety Bureau

Indicates information required for a wildlife strike.

Personal particulars of reporter:

Your name: Today's date:

Contact address: State: Code:

Telephone: Facsimile: Email:

Role of reporter in relation to the aircraft:

Crew Air Traffic Controller CASA
 Owner Rescue/fire service Aerodrome operator
 Operator LAME

Crew and operator particulars:

Name of pilot in command: Nationality: Type of licence held: Licence number/ARN: Telephone:

Name of pilot flying at the time of occurrence: Nationality: Type of licence held: Licence number/ARN: Telephone:

Name of additional crew (if applicable): Nationality: Crew position: Telephone:

Aircraft registration: Flight number: Aircraft manufacturer and model:

Name of aircraft owner: Aircraft operator (e.g. AOC holder/flying school): If under hire name of aircraft renter/hirer:

Operator's telephone: Facsimile: Email:

Accident/incident details:

Date of occurrence: Local time: Location:

Last departure point: Departure time: First point of intended landing: Actual point of landing (if different):

Number of persons on board: If known, names and nationalities of all serious injuries and fatalities, please enclose additional page/s as necessary.

Total crew on board	No. with no injuries	No. of minor injuries	No. of serious injuries	No. of fatalities	Nationality	Name/s
<input type="text" value="1"/>	<input type="text"/>	<input type="text"/>	<input type="text" value="1"/>	<input type="text"/>	<input type="text"/>	<input type="text" value="s.47F(1)"/>
Total passengers	No. with no injuries	No. of minor injuries	No. of serious injuries	No. of fatalities	Nationality	Name/s
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Persons injured on the ground:

Aircraft damage:

Destroyed Substantial Minor Nil

Damage description:

Effect on flight:

None Rejected takeoff Precautionary landing Engine/s shut down Other

Weather conditions:

Wind (speed, direction and gusts): Visibility: Precipitation: Cloud (type, amount and base): Temperature:

Other information relevant to the event:

Flight rules: VFR IFR VMC IMC

Light conditions: Daylight Night Dawn Dusk

Aircraft standing Taxiing Takeoff Climb En-route
 Manoeuvring Descent Approach Landing Other

Airspace designation: Height/altitude of occurrence: Runway number:

Type of operation:

Flying training – solo Flying training – dual Military Sports aviation Gliding Air transport – passenger
 *Charter *Private *Agricultural *Aerial work *Other Air transport – cargo

*Purpose of flight:

Please turn over

Wildlife strike:

Was a bird or animal involved

No
Yes

No. of birds

Small

Medium

Large

Species

No. of animals

Species

Please fully describe the accident or incident:

All relevant documentation should be forwarded to ATSB. Include your suggestions as to how this type of occurrence could be prevented.

It was reported that the aircraft took off from a private airstrip and made contact with power lines resulting in a collision with terrain.

Please enclose additional page/s as necessary

Factors contributing to the occurrence:

(e.g. instrument, landing gear, fire warning)

Did this occurrence involve a false indication

No
Yes

Do you think that maintenance of the aircraft was a factor

No
Yes

Did an aircraft component fail

No
Yes

Do you think aircraft design was a factor in this occurrence

No
Yes

Are there any human performance issues or deficiencies in the aviation system that may have contributed to this occurrence?

No

Yes

Distracting events/interruptions

Environment (noise, visibility)

Equipment design

Fatigue

Interpersonal problems at work

Knowledge or experience

Medical/physiological factors

High workload

Pre-occupation

Training

Recency

Other

Results of operator's technical and/or operational investigation at time of submitting report or Chief Pilot /CFI comments where applicable

Please enclose additional page/s as necessary

Action carried out by operator to prevent recurrence

For accidents only:

For accidents (occurrences involving fatalities or serious injuries to any person in the aircraft or on the ground, substantial damage or destroyed aircraft) only, please include the following information:

Additional pilot in command details:

Date of birth:

s.47F(1)

Total flying hours

Total hours last 90 days

Hours on type

Hours on type last 90 days

ELT information:

ELT manufacturer and model

Fixed

Portable

Manual activation

Automatic

Did not activate (why?)

ELT location

Cockpit

Cabin

Rear/tail

Other

Information may be disclosed to other organisations or individuals in the interests of safety. Where possible, the ATSB will remove information that directly identifies an individual (i.e. names, licence numbers and addresses). However, other indirect identifiers (i.e. times, dates and locations for the occurrence of incidents) will usually be disclosed in the interests of safety. If the information is the subject of an investigation it will only be used in accordance with the Transport Safety Investigation Act 2003. See also the ATSB's Privacy Policy at www.atsb.gov.au.

When complete, post to: ATSB Notifications Reply Paid 967, PO Box 967, Civic Square, ACT 2608. No postage stamp required. Or Fax to 02 6274 6434