

**Aviation Safety Investigation Report  
198803525**

**Bedson Resurgam Mk 2**

**2 December 1988**

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

**Occurrence Number:** 198803525 **Occurrence Type:** Accident

**Location:** Watts Bridge - 5 km NE Toogoolawah QLD

**Date:** 2 December 1988 **Time:** 1050

**Highest Injury Level:** Fatal

**Injuries:**

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Ground	0	0	0	-
Passenger	0	0	0	0
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Aircraft Details:** Bedson Resurgam Mk 2

**Registration:** N/A

**Serial Number:** 10 0944

**Operation Type:** Private - Sport Aviation

**Damage Level:** Destroyed

**Departure Point:** Watts Bridge QLD

**Departure Time:** N/K

**Destination:** Watts Bridge QLD

**Approved for Release:** February 20th 1989

#### **Circumstances:**

A witness, who lives alongside the airstrip, observed the aircraft flying in a north-south direction, about 300 feet above ground level and about 300 metres to the east of his position. The witness took particular notice of the actions of the aircraft and watched as it porpoised three times before diving steeply into the ground. Inspection of the wreckage revealed no defect which may have contributed to the accident. Weather at the time was fine, wind was light and variable, and the aircraft was being flown over flat pastureland. Investigation revealed that the pilot suffered from epilepsy, had heart disease, and that this was his first flight for over one year.

#### **Significant Factors:**

The following factor was considered relevant to the development of the accident Control of the aircraft was lost under circumstances which could not be positively determined, but which were possibly related to the pilot's physical condition and/or his lack of recent flying experience.