

**Aviation Safety Investigation Report
198902595**

Thruster Gemini TST

26 January 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.

This accident was not formally investigated by the Bureau.

Occurrence Number: 198902595 **Occurrence Type:** Accident
Location: Kirandoo Airpark (18 km W of Mittagong) NSW
Date: 26 January 1989 **Time:** 1228
Highest Injury Level: Nil
Injuries:

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

Aircraft Details: Thruster Gemini TST
Registration: 25-0115
Serial Number: N/K
Operation Type: Private
Damage Level: Substantial
Departure Point: Kirandoo Airpark NSW
Departure Time: N/K
Destination: Kirandoo Airpark NSW

Approved for Release: 22nd February 1990

Circumstances:

The pilot had completed one sortie of about one and a half hours consisting of upper air work and circuits. He had occupied the right seat, which is the normal pilot seat. As he was training for an Instructor Certificate, he later commenced a second sortie flying from the left seat, having previously been checked out for flying from both seats. Circuits were to be conducted with landings into a wind of 8 to 10 knots. The pilot reported that for the first landing the aircraft was lifted by a wind gust, and a heavy touchdown ensued. The aircraft bounced and he applied a small amount of power, but on the second touchdown, the left landing gear collapsed and the aircraft tilted onto its nose. The pilot reported that he attributed the accident to slight confusion at the time of the initial bounce, due to reversal of hand position, for the different seats.