

**Aviation Safety Investigation Report
198803526**

Thruster T500

20 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.

Occurrence Number: 198803526
Location: Caboolture QLD
Date: 20 December 1988
Highest Injury Level: Nil
Injuries:

	Fatal	Serious	Minor	None
Crew	0	0	2	2
Ground	0	0	0	-
Passenger	0	0	0	0
Total	0	0	0	2

Aircraft Details: Thruster T500
Registration: AUF 250250
Serial Number: N/K
Operation Type: Sport Aviation
Damage Level: Substantial
Departure Point: Caboolture QLD
Departure Time: N/A
Destination: Caboolture QLD

Approved for Release: March 6th 1989

Circumstances:

The instructor pilot was being checked by the club chief flying instructor (CFI). After completing some work in the local training area the aircraft was returned to the circuit area where the CFI took over the controls so that the instructor-under-check could demonstrate his instructional technique. As the aircraft approached the ground for the first landing the instructor told the CFI to "round out and hold the aircraft off". The CFI pulled back on the control column but the rate of descent was not fully arrested and the aircraft touched down heavily and bounced. The CFI pushed the control forward and the aircraft touched down again and bounced. The control column was again pushed forward and the aircraft again bounced after touching down. The aircraft then landed in a nose-down attitude and the left landing gear leg failed. The aircraft slid about 10 metres before coming to rest. This accident was not the subject of an on-site investigation.

Significant Factors:

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

1. Improper landing flare.
2. Neither pilot initiated a go-around following the bounced landing.