

**Aviation Safety Investigation Report
198502558**

Quickie Q-200

10 October 1985

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: 198502558
Location: Bankstown NSW
Date: 10 October 1985
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident

Time: N/K

	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: Quickie Q-200
Registration: VH-FMV
Serial Number:
Operation Type: Miscellaneous (Test Flight)
Damage Level: Substantial
Departure Point: Bankstown NSW
Departure Time: N/K
Destination: Bankstown NSW

Approved for Release: October 30th 1986

Circumstances:

The aircraft was being flown for the first time. The pilot stated that after take-off the aircraft felt very nose heavy and that he had difficulty in maintaining a nose-up attitude after lift-off. When he attempted to reset the the elevator trim the friction nut broke. The back pressure that he was required to hold with the control column reduced as the airspeed increased. During the subsequent approach the pilot found he had insufficient elevator control available to flare the aircraft. On touchdown the aircraft bounced and a go-around was carried out. The pilot made several other landing attempts but on each occasion the aircraft bounced. On the final attempt the aircraft bounced a number of times before the right canard collapsed and the aircraft ran off the runway. The aircraft had been correctly loaded, with the centre of gravity 14 aft of the forward limit. The angles of incidence on the wing and the canard were found to be about 0.3 degrees outside the design specifications. It was apparent that there was a critical relationship between these angles, the centre of gravity position and the amount of pitch control available. The aircraft manufacturer subsequently recommended a modification to the control system.