

**Aviation Safety Investigation Report  
199001176**

**Thruster TST**

**19 March 1990**

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).**

This accident was not the subject of a formal investigation by the Bureau.

**Occurrence Number:** 199001176                      **Occurrence Type:** Accident  
**Location:** Redcourt (7km W of Bairnsdale) VIC  
**Date:** 19 March 1990                      **Time:** 1645  
**Highest Injury Level:** Nil  
**Injuries:**

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

**Aircraft Details:** Thruster TST  
**Registration:** 25-0238  
**Serial Number:** N/A  
**Operation Type:** Sport Aviation  
**Damage Level:** Substantial  
**Departure Point:** Redcourt VIC  
**Departure Time:** 1545  
**Destination:** Redcourt VIC

**Approved for Release:** 15th May 1990

**Circumstances:**

The pilot had previously experienced difficulty with directional control on landing. He had been given additional training in crosswind landing techniques on the day prior to the accident and had performed to a satisfactory standard. On the subject flight, the pilot carried out a normal approach and touchdown with a slight crosswind from the right. During the ground roll while still travelling at about 25 knots, the pilot lost directional control and the aircraft ground looped to the right. During the ground loop the left wheel broke off and hit the left wing strut.