

**Aviation Safety Investigation Report  
198901568**

**Thruster TST**

**16 February 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.

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**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 an on site investigation.

**Occurrence Number:** 198901568

**Occurrence Type:** Accident

**Location:** "Redcourt" near Bairnsdale VIC

**Date:** 16 February 1989

**Time:** 1215

**Highest Injury Level:** Minor

**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>1</b>	<b>1</b>

**Aircraft Details:** Thruster TST

**Registration:** AUF 2502238

**Serial Number:** N/A

**Operation Type:** Sport Aviation  
(Instructional)

**Damage Level:** Substantial

**Departure Point:** "Redcourt" VIC

**Departure Time:** 1205

**Destination:** Redcourt VIC

**Approved for Release:** 1 May 1989

#### **Circumstances:**

The student made a normal approach for landing in calm wind conditions. As the aircraft touched down on the airstrip it bounced and ballooned to about three feet above the ground. The student unexpectedly pushed the control stick forward. Before the instructor could completely counteract the student's control input the aircraft impacted the ground with the nose cone and the mainwheels simultaneously.

#### **Significant Factors:**

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

1. The student pilot misjudged the landing flare.
2. The student made a spontaneous action in rapidly moving the control column.
3. The instructor was unable to counteract the student's actions before ground impact.