

**Aviation Safety Investigation Report
199002041**

Gemini Thruster

29 July 1990

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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: 199002041 **Occurrence Type:** Accident
Location: Wellington NSW
Date: 29 July 1990 **Time:** 1230
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: Gemini Thruster
Registration: AUF 250046
Serial Number: 086-132
Operation Type: Sports Aviation -
Instructional
Damage Level: Substantial
Departure Point: Wellington NSW
Departure Time: N/A
Destination: Wellington NSW

Approved for Release: 4th October 1990

Circumstances:

The aircraft was engaged in circuit training in the 05 direction. Wind conditions were reported to be 030/5 to 8 knots and gusty. A number of normal take offs and landings were safely executed before the instructor attempted a downwind take-off in the 23 direction. The aircraft was observed to take a longer than normal ground roll. When it reached a height of about 50 feet the left wing dropped and the aircraft commenced to rotate to the left before striking the ground in a steep nose down attitude on a heading of about 050 degrees. A witness who was standing near the north eastern end of the strip said the wind gusted to about 15 knots from the north east immediately prior to the accident. It would appear that during a critical stage of the takeoff, the aircraft stalled after suffering a sudden a loss of airspeed associated with a significant wind shear. This accident highlights the dangers of attempting downwind takeoffs in ultra light aircraft.

Reccomendations:

It is recommended the AUF publicise the circumstances of this accident to highlight the dangers associated with downwind take offs in ultra light aircraft.