

Aviation Safety Investigation Report 198801419

Gemini Thruster

31 October 1988

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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.

Occurrence Number: 198801419 **Occurrence Type:** Accident
Location: Redcourt Airfield VIC
Date: 31 October 1988 **Time:** 1500
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: N/A (ANO 95-25)
Serial Number: 25-0238
Operation Type: Aerial Work
Damage Level: Substantial
Departure Point: Redcourt Airfield VIC
Departure Time: 1455
Destination: Redcourt Airfield VIC

Approved for Release: March 13th 1989

Circumstances:

The student and the instructor pilot began a period of cross wind circuits using the 230 strip. The wind was an afternoon sea breeze from the south-southeast of decreasing strength closer to the ground due to the sheltering effect of gum trees. The wind is reported to have been between 15 and 10 knots about 15 feet above the ground lesser at ground level. This was to be the student's first experience of a significant cross wind during the takeoffs and landings. The instructor intended to have the student do all the flying. He had briefed the student to initiate recovery action if needed. The takeoff was made without incident. The aircraft was lower than normal as the final approach was commenced. No corrective action for this was taken during the final approach and the need for the flare and round out came sooner than was usual. Wing down adjustment for the cross wind was cancelled by the student pilot as the flare point was approached. After the flare the aircraft ballooned with the left wing rising. Limited power and aileron input was made by the student to correct the situation. When the right wing continued to drop the instructor applied full power and left rudder. A series of left and right wing drops followed during which the aircraft turned 20-30 degrees to the landing direction. The right main wheel contacted the ground heavily and the right spring gear-leg was torn from the fuselage attachment point. The aircraft then slid to a stop facing opposite to the landing direction. 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. Pilot in command did not give dual instruction/example to the student.
2. Student misjudged base and final positions due wind effect.

3. Loss of airspeed on final approach and during flare.
4. Inadequate control response by student.
5. Take over of control by instructor was too late to effect recovery.