

**Aviation Safety Investigation Report  
199003127**

**Bedson Resurgam**

**19 July 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 formally investigated by the Bureau.

**Occurrence Number:** 199003127      **Occurrence Type:** Accident  
**Location:** Murwillumbah NSW  
**Date:** 19 July 1990      **Time:** 1117  
**Highest Injury Level:** Serious  
**Injuries:**

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

**Aircraft Details:** Bedson Resurgam  
**Registration:** 10-0160  
**Serial Number:** Not known  
**Operation Type:** Private  
**Damage Level:** Destroyed  
**Departure Point:** Murwillumbah NSW  
**Departure Time:** 1100  
**Destination:** Murwillumbah NSW

**Approved for Release:** 30th July 1990

**Circumstances:**

All the pilot's previous flying experience was in conventional aircraft. He had operated this aircraft only to the extent of conducting short "hops" along the strip. On this occasion however, he became airborne and flew for about 15 minutes before approaching to land. On late finals as the aircraft flared for landing, the engine power was heard to increase and then decrease. At the same time, the aircraft began to porpoise. The right wing and then the nose struck the ground before the aircraft nosed over.