

**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.

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
Total	0	1	0	0

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.