

**Aviation Safety Investigation Report  
198700104**

**Grob Twin Astir**

**6 September 1987**

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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).**

**Occurrence Number:** 198700104  
**Location:** Beverley WA  
**Date:** 6 September 1987  
**Highest Injury Level:** Nil  
**Injuries:**

**Occurrence Type:** Accident

**Time:** 1705

	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>0</b>	<b>1</b>

**Aircraft Details:** Grob Twin Astir  
**Registration:** VH-KYN  
**Serial Number:** 3064  
**Operation Type:** Aerial Work (Instructional Solo)  
**Damage Level:** Substantial  
**Departure Point:** Beverley WA  
**Departure Time:** 1700  
**Destination:** Beverley WA

**Approved for Release:** November 24th 1987

**Circumstances:**

The pilot was carrying out a practice circuit. Although the approach was good, the flare was initiated too high. The pilot attempted to correct by lowering the nose, however he was late in initiating the second flare. The aircraft struck the ground and bounced into a nose high attitude. The pilot again lowered the nose which resulted in another bounce. The gear finally collapsed after the third ground impact. The instructor assessed that the pilot's performance on earlier dual flights that day was of a sufficiently high standard to authorise him to do a solo circuit. However, on this circuit the flare height was misjudged and the technique used to recover from the bounced landing was incorrect.