

**Aviation Safety Investigation Report
198700104**

Grob Twin Astir

6 September 1987

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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.

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

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	0
Total	0	0	0	1

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.