

**Aviation Safety Investigation Report  
199600820**

**SOCATA - Groupe Aerospatiale  
Tobago**

**10 March 1996**

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 Executive Director 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](http://www.atsb.gov.au).**

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

**Occurrence Number:** 199600820                      **Occurrence Type:** Accident  
**Location:** Goulburn, Aerodrome  
**State:** NSW    **Inv Category:** 4  
**Date:** Sunday 10 March 1996  
**Time:** 1530 hours                                      **Time Zone**                      ESuT  
**Highest Injury Level:** None

**Aircraft Manufacturer:** SOCATA - Groupe Aerospatiale  
**Aircraft Model:** TB-10  
**Aircraft Registration:** VH-BFI                                      **Serial Number:** 222  
**Type of Operation:** Instructional Check  
**Damage to Aircraft:** Substantial  
**Departure Point:** Goulburn, NSW  
**Departure Time:** 1430 ESuT  
**Destination:** Goulburn, NSW

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on</b>	
		<b>Type</b>	<b>Hours Total</b>
Pilot-In-Command	Commercial	76.0	3400
Student Pilot	Student	28.0	28

**Approved for Release:** Wednesday, June 5, 1996

The student was undergoing a flight check with the Chief Flying Instructor (CFI), and was asked to demonstrate a short field approach and landing onto the grass runway. A speed of 65 kts was maintained until the aircraft approached the runway threshold, at which point the stall warning horn sounded intermittently. The student reported that she closed the throttle at about this time and the aircraft landed heavily. The main landing gear oleo struts were heard to "bottom". A further circuit and landing was carried out without incident.

The CFI carried out a post-flight inspection of the aircraft but did not observe any damage. A subsequent inspection by an engineer revealed that the left forward wing attachment fitting had failed, and the left wing main spar was twisted.