

**Aviation Safety Investigation Report
199002034**

Cessna C150-E

19 December 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: 199002034

Occurrence Type: Accident

Location: Bankstown Airport NSW

Date: 19 December 1990

Time: 1055

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: Cessna C150-E

Registration: VH-JSE

Serial Number: 15061010

Operation Type: Aerial Work

Damage Level: Substantial

Departure Point: Bankstown NSW

Departure Time: N/K

Destination: Bankstown NSW

Approved for Release: 11th April 1991

Circumstances:

The student was conducting a period of circuits. On his second approach, he was requested to make a full stop landing due to a problem with a following aircraft. He reported that the aircraft touched down normally on the main wheels just beyond the threshold. When he lowered the nose wheel, the nose of the aircraft seemed to sink too far. He applied braking as the aircraft pulled to the left, off the centreline, towards the grass. The aircraft came to rest with the nose landing gear collapsed rearwards. Examination showed the nosewheel tyre had been in very poor condition. It is possible that the tyre crept on the rim during touchdown, resulting in the valve stem being torn off, deflating the tyre.