

Aviation Safety Investigation Report 198902589

Victa 115-A1

16 December 1989

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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.

This accident was not subject to an on scene investigation.

Occurrence Number: 198902589 Location: Hoxton Park Aerodrome NSW Date: 16 December 1989 Highest Injury Level: Nil Injuries:	Occurrence Type: Accident Time: 1630
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	Fatal	Serious	Minor	None
Crew	0	0	2	2
Ground	0	0	0	-
Passenger	0	0	0	0
Total	0	0	0	2

Aircraft Details: Victa 115-A1
Registration: VH-MTC
Serial Number: 112
Operation Type: Aerial Work
Damage Level: Substantial
Departure Point: Hoxton Park NSW
Departure Time: 1550 Approx.
Destination: Hoxton Park NSW

Approved for Release: 28th February 1990

Circumstances:

The pilot-under-training was undergoing type familiarisation. After some time in the training area, the pilot returned for circuit work. After one normal circuit and landing, the pilot was attempting a glide approach. The instructor reported that although the aircraft was slightly low, everything else appeared normal. At about 300 feet above the ground, the aircraft started to sink, well below the desired glide path. The pilot did not react immediately, so the instructor commanded a go-around, at the same time reaching for the controls himself. The engine responded with full power but the aircraft continued to sink and landed heavily on the mainwheels, approximately 450 metres short of the runway threshold. It bounced onto the nosewheel and became airborne again. The instructor took over full control and went around, unaware that the noseleg had broken off just above the fork. On the subsequent approach, the instructor saw a wheel on the ground, and was advised by another pilot that it was his nosewheel. The instructor later carried out a landing on a grass flight strip. During the landing roll, the broken noseleg dug in and the aircraft tilted onto its nose before falling back onto the mainwheels. The wind was reported as generally straight down the runway at 10 to 20 knots, with a slight sea breeze component and a small amount of sink on final approach.

Significant Factors:

The following factors were considered relevant to the development of the accident

1. The pilot misjudged an attempted gliding approach to land.
2. The pilot evidently did not maintain a stabilized approach.
3. The instructor had limited experience on type.

4. The instructor did not initiate timely and suitable recovery action.