

**Aviation Safety Investigation Report  
198803500**

**Cessna 152-A**

**18 November 1988**

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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:** 198803500                    **Occurrence Type:** Accident  
**Location:** Kagaru (32 km SSW Archerfield) QLD  
**Date:** 18 November 1988                    **Time:** 1100  
**Highest Injury Level:** Nil  
**Injuries:**

	Fatal	Serious	Minor	None
Crew	0	0	2	2
Ground	0	0	0	-
Passenger	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>

**Aircraft Details:** Cessna 152-A  
**Registration:** VH-KKU  
**Serial Number:** A152-0892  
**Operation Type:** Aerial Work  
**Damage Level:** Substantial  
**Departure Point:** Archerfield QLD  
**Departure Time:** 1015  
**Destination:** Archerfield QLD

**Approved for Release:** March 6th 1989

#### **Circumstances:**

The flight was a check for the pilot-under-instruction who had not flown since gaining a restricted private licence more than three months previously. This was also her first flight in a high-winged aeroplane. After some general handling practice, the instructor initiated a practice forced landing which was to conclude with a full stop landing on an authorised landing area (ALA). The pilot-under-instruction flew the aircraft with the instructor commenting as necessary. On late final, with full flap selected, the aircraft developed a higher than normal sink rate and subsequently contacted the ground in a right skid. This subjected the nosewheel leg to substantial sideloads, forcing it to the rear left and buckling the firewall. Late in the landing roll, the propeller and right wingtip contacted the ground. The instructor reported that he was aware of the high sink rate and placed his hands on the controls but felt that no control input was necessary as he had experienced landings from similar rates of descent many times. Had the aircraft been in balanced flight at touchdown, it is possible that no damage would have been sustained. Neither crew member reported hearing the stall warning operate. Conditions were such that the higher sink rate could have been induced by windshear.

#### **Significant Factors:**

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

1. The pilot-under-instruction was not familiar with the aircraft.
2. The aircraft probably encountered windshear just prior to touchdown.
3. The pilot-under-instruction did not properly compensate for the existing wind conditions.

4. Inadequate supervision of flight by the instructor.