

**Aviation Safety Investigation Report  
198501411**

**Cessna A152**

**20 December 1985**

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

**Occurrence Number:** 198501411  
**Location:** Tyabb VIC  
**Date:** 20 December 1985  
**Highest Injury Level:** Nil  
**Injuries:**

**Occurrence Type:** Accident

**Time:** 1655

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>

**Aircraft Details:** Cessna A152  
**Registration:** VH-THF  
**Serial Number:**  
**Operation Type:** Aerial Work (Solo Training)  
**Damage Level:** Substantial  
**Departure Point:** Tyabb VIC  
**Departure Time:** 1655  
**Destination:** Tyabb VIC

**Approved for Release:** 29th January, 1985

**Circumstances:**

Following a period of dual instruction, the student was authorised to conduct a series of solo circuits and landings. On the first approach he lowered 30 degrees of flap and the aircraft touched down normally. After travelling about 50 metres, the aircraft veered sharply to the left, ran off the side of the strip, and came to rest in a shallow ditch just outside the boundary of the strip. The approach and landing had been conducted in light crosswind conditions. While compensating for these conditions, the pilot had probably inadvertently applied excessive forward pressure to the control column and a "wheel-barrow" situation developed. The elevator trim was found to be in the take-off position, which would have compounded the nose-down tendency during the landing roll.