

**Aviation Safety Investigation Report
198901555**

Cessna 152

6 October 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.

Occurrence Number: 198901555 **Occurrence Type:** Accident

Location: Moorabbin Airport VIC

Date: 6 October 1989

Time: 1045

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 152

Registration: VH-NAK

Serial Number: 1585027

Operation Type: Aerial Work

Damage Level: Substantial

Departure Point: Moorabbin Airport VIC

Departure Time: 0910

Destination: Moorabbin Airport VIC

Approved for Release: 27th October 1989

Circumstances:

On return to Moorabbin from the training area the pilot attempted two crosswind touch-and-go landings on Runway 31 right using 20 degrees of flap and normal approach speeds. The first was successful. On the second approach the aircraft touched down well into the runway and he had difficulty keeping the aircraft straight during the landing roll. After a ground roll of about 250 metres the pilot decided to make the landing a full stop because he thought that there was insufficient runway remaining for a touch-and-go. In reality there was still about 600 metres of runway available for a go-around. As the aircraft slowed down the pilot had increasing difficulty keeping the aircraft straight. With the wind of 250 degrees gusting from 12 to 19 knots, the aircraft veered left. He decided to try to bring the aircraft to a controlled stop on the grass with the intention of taxiing back on to the runway. A short distance after leaving the sealed runway the nosewheel sank in soft damp ground and the aircraft slowly tipped up on to its right wing tip before settling back on to its wheels. During his previous training the pilot had completed one lesson in crosswind landings with an instructor. However the gusty crosswind conditions on the day of the accident were more severe than he had encountered before and he was unaware that the grass surface was soft. This accident was not the subject of a formal on scene investigation.

Significant Factors:

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

1. The pilot encountered gusty crosswind conditions beyond his level of experience.
2. The pilot lost directional control during the landing roll.
3. The aircraft encountered soft ground when it departed the sealed runway.