

**Aviation Safety Investigation Report  
198801388**

**Cessna 152**

**3 April 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:** 198801388  
**Location:** Melton VIC  
**Date:** 3 April 1988  
**Highest Injury Level:** Nil  
**Injuries:**

	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 152  
**Registration:** VH-UFK  
**Serial Number:** 15281346  
**Operation Type:** Aerial Work  
**Damage Level:** Substantial  
**Departure Point:** Melton VIC  
**Departure Time:** 1205  
**Destination:** Melton VIC

**Approved for Release:** 7 June 1988

**Circumstances:**

On final approach for his first solo circuit and landing, the pilot carried out an overshoot because the aircraft was above the desired profile. On his second approach the pilot commenced a normal flare, but the aircraft climbed gradually to about 15 feet above the ground. The pilot made no attempt to apply power for a go-around. The aircraft stalled and struck the ground heavily. The nosewheel was detached and the aircraft bounced. On the subsequent touchdown, the nosegear strut dug into the ground and the aircraft overturned, coming to rest 77 metres from the point of initial touchdown. The pilot misjudged his height above the ground after the landing flare. He is employed as a Flight Engineer on Boeing 747 aircraft, and is therefore used to looking out of a cockpit which is much higher off the ground than the cockpit of a Cessna 152. This accident was not the subject of an on-site investigation.