

Aviation Safety Investigation Report
198602670

Cessna 152

01 November 1986

Readers are advised that the Australian Transport Safety Bureau investigates for the sole purpose of enhancing transport safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purposes.

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.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the CEO of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

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: 198602670
Location: Archerfield QLD
Date: 01 November 1986
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident

Time: 730

	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-IVZ
Serial Number:
Operation Type: Aerial Work (Solo Training)
Damage Level: Substantial
Departure Point: Archerfield QLD
Departure Time: 0730
Destination: Archerfield QLD

Approved for Release: January 15th 1987

Circumstances:

The pilot was approaching to land after a period of solo practice in the training area. The touchdown was moderately heavy and the aircraft bounced. It then commenced to porpoise, until the nosewheel partially collapsed and the propeller struck the runway. The pilot was probably concerned because two other aircraft were approaching to use the same runway, and she perceived a need to vacate the area at the first taxiway. Witnesses reported that the aircraft did not flare for touchdown, and that it appeared that the pilot had tried to force it onto the ground.