

**Aviation Safety Investigation Report
199704269**

**Mikoyan Gurevich
MIG-15SB LIM-2**

28 December 1997

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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: 199704269 **Occurrence Type:** Accident
Location: Camden, Aerodrome
State: NSW **Inv Category:** 4
Date: Sunday 28 December 1997
Time: 1630 hours **Time Zone:** ESuT
Highest Injury Level: None

Aircraft Manufacturer: Mikoyan Gurevich
Aircraft Model: MIG-15SB LIM-2
Aircraft Registration: VH-EKI **Serial Number:** 10926
Type of Operation: Instructional Dual
Damage to Aircraft: Substantial
Departure Point: Camden NSW
Departure Time: 0510 ESuT
Destination: Camden NSW

Crew Details:

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	ATPL	9.0	16846

Approved for Release: Wednesday, June 24, 1998

A Mig-15 aircraft was being flown on a series of touch and go circuits from runway 06 at Camden, NSW, for the purposes of type endorsement training. The aircraft was being flown by a student, under the supervision of an instructor pilot. During the final landing of the sequence the aircraft overran the runway at moderate speed, resulting in damage to the left hand undercarriage actuator assembly.

The owner of the MIG-15 was observing the sortie from the ground, and reported that on each approach the aircraft had appeared to be fast and high on final. During the final landing he observed the aircraft to touch down approximately 200 m in from the beginning of the runway, bounce slightly, and begin to float in ground effect. The next touchdown was about half way along the runway, after which a skid developed. He lost sight of the aircraft as it neared the end of the runway.

The instructor pilot reported that the initial touchdown had been quite smooth, and gentle braking had been applied very soon after. Because the aircraft was bouncing on the nose landing gear, the instructor told the student to correct the nose attitude and progressively apply heavier braking. However, the student pulled the control column back, resulting in the aircraft becoming briefly airborne. An instruction to the student to relax the brake pressure was apparently not heard. When the aircraft touched down again the left mainwheel tyre burst. The subsequent loss of braking and steering effectiveness resulted in the aircraft leaving the end of the runway.



During a previous training sortie flown by the student earlier in the day, both mainwheel tyres had failed during landing.

