

**Aviation Safety Investigation Report  
199500485**

**Cessna Aircraft Company  
150L**

**22 February 1995**

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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).**

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The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

**Occurrence Number:** 199500485

**Occurrence Type:** Accident

**Location:** Northam Airport

**State:** WA

**Inv Category:** 4

**Date:** Wednesday 22 February 1995

**Time:** 0730 hours

**Time Zone** WST

**Highest Injury Level:** None

**Aircraft Manufacturer:** Cessna Aircraft Company

**Aircraft Model:** 150L

**Aircraft Registration:** VH-HZW

**Serial Number:** 150-72504

**Type of Operation:** Instructional Dual

**Damage to Aircraft:** Substantial

**Departure Point:** Northam WA

**Departure Time:** 0700 WST

**Destination:** Northam WA

**Crew Details:**

| <b>Role</b>      | <b>Class of Licence</b> | <b>Hours on</b> |                    |
|------------------|-------------------------|-----------------|--------------------|
|                  |                         | <b>Type</b>     | <b>Hours Total</b> |
| Pilot-In-Command | Commercial              | 500.0           | 1010               |
| Student Pilot    |                         | 28.0            | 28                 |

**Approved for Release:** Monday, April 3, 1995

The aircraft stalled and touched down heavily following an approach for a landing.

The student pilot was practicing a glide approach under the supervision of the instructor. The student misjudged the flare for landing and the aircraft ballooned to a height of about 25ft above the runway. The instructor applied some power as he told the student to lower the nose. The student was slow to react and the airspeed reduced rapidly. The instructor took the controls, lowered the nose and applied full power but he was unable to prevent the aircraft from stalling and landing heavily.