

**Aviation Safety Investigation Report  
199502969**

**Victa Ltd  
AIRTOURER 100**

**06 September 1995**

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 Executive Director of the Bureau in accordance with Part 2A of the Air Navigation Act 1920.

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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).**

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

<b>Occurrence Number:</b>	199502969	<b>Occurrence Type:</b>	Accident
<b>Location:</b>	West Sale, Aerodrome		
<b>State:</b>	VIC	<b>Inv Category:</b>	4
<b>Date:</b>	Wednesday 06 September 1995		
<b>Time:</b>	1805 hours	<b>Time Zone</b>	EST
<b>Highest Injury Level:</b>	None		

<b>Aircraft Manufacturer:</b>	Victa Ltd	
<b>Aircraft Model:</b>	AIRTOURER 100	
<b>Aircraft Registration:</b>	VH-MFO	<b>Serial Number:</b> 132
<b>Type of Operation:</b>	Instructional Solo	
<b>Damage to Aircraft:</b>	Substantial	
<b>Departure Point:</b>	West Sale VIC	
<b>Departure Time:</b>		
<b>Destination:</b>	West Sale VIC	

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command		14.0	14

**Approved for Release:** Friday, September 15, 1995

The student pilot was on his second solo training flight, having completed a one hour dual training flight immediately beforehand. He reported that on his last landing, which he considered to have been possibly a little heavy, he had heard a crunching noise from the nosegear. Realising that the nosegear was damaged, he tried to keep the nose up as the aircraft decelerated, hoping to minimise damage to the propeller. However, as the aircraft slowed, the nose dropped and the propeller struck the runway.

Inspection of the failed nosegear revealed it had failed as a result of the previous heavy landing.