

**Aviation Safety Investigation Report
199401460**

**Cessna Aircraft Company
Aerobat**

03 June 1994

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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.

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: 199401460 **Occurrence Type:** Accident
Location: Cessnock
State: NSW **Inv Category:** 4
Date: Friday 03 June 1994
Time: 1500 hours **Time Zone:** EST
Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: A152
Aircraft Registration: VH-UNP **Serial Number:** A1520846
Type of Operation: Instructional Dual
Damage to Aircraft: Substantial
Departure Point: Cessnock NSW
Departure Time:
Destination: Cessnock NSW

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Commercial	193.0	836

Approved for Release: Wednesday, August 17, 1994

During a demonstration engine failure after take-off on runway 17, the instructor closed the throttle when the aircraft was approximately 150-200 feet above the runway. He then lowered the nose and selected full flap with the airspeed in the range of 55-60 knots. The aircraft developed a higher than anticipated sink rate which could not be arrested before heavy contact with the runway. During the resulting high bounce, the instructor applied full power in an attempt to go-around. As the propeller had been damaged during the heavy landing, the climb performance of the aircraft was substantially reduced. A further two bounces ensued, during which the nose and left main landing gears collapsed.