

**Aviation Safety Investigation Report
199300129**

**Cessna Aircraft Company
C-152**

11 February 1993

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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: 199300129 **Occurrence Type:** Accident
Location: Bankstown
State: NSW **Inv Category:** 4
Date: Thursday 11 February 1993
Time: 1400 hours **Time Zone** ESuT
Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 152
Aircraft Registration: VH-SKX **Serial Number:** 152-83014
Type of Operation: Instructional Solo
Damage to Aircraft: Substantial
Departure Point: Bankstown NSW
Departure Time:
Destination: Bankstown NSW

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Student	26.0	96

Approved for Release: Thursday, June 6, 1996

The student pilot had been authorised to carry out a period of solo revision in the training area. The Automatic Terminal Information Service (ATIS) for departure from Bankstown was "Information India", wind 040/08, visibility 10 kilometres or greater, cloud 3 Octas strato-cumulus at 3000 feet. When reporting inbound to Bankstown, the pilot advised having copied "Information India" and was told to expect a straight in approach for runway 11 Left. Soon after, the ATIS was changed to "Juliet". The pilot reported that he checked the windsock at 300 feet on final but detected no indication of a crosswind component and continued the approach. The aircraft subsequently touched down heavily on the nosewheel, collapsing the nose landing gear. The change in the ATIS indicated an increase in the crosswind component from 8 kts or less to 12-16 kts. The accident was consistent with the pilot using an inappropriate landing technique for the prevailing conditions. The pilot said he was aware that the ATIS had changed but did not copy the amended information.