

**Aviation Safety Investigation Report  
199301052**

**Cessna Aircraft Company  
Aerobat**

**26 April 1993**

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.

**Occurrence Number:** 199301052                      **Occurrence Type:** Accident  
**Location:** Jandakot  
**State:** WA    **Inv Category:** 4  
**Date:** Monday 26 April 1993  
**Time:** 1200 hours                      **Time Zone** WST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Cessna Aircraft Company  
**Aircraft Model:** A152  
**Aircraft Registration:** VH-BFC                      **Serial Number:** A1520794  
**Type of Operation:** Instructional Solo  
**Damage to Aircraft:** Substantial  
**Departure Point:** Jandakot WA  
**Departure Time:** 1115 WST  
**Destination:** Jandakot WA

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	Student	16.2	16

**Approved for Release:** Monday, August 30, 1993

The student pilot was sent solo to conduct a sortie of normal and flapless circuits. After an uneventful first circuit, the pilot landed nose first on the second circuit and, after four bounces, the wheel separated from the nose leg.

The pilot had extended slightly on downwind to allow for aircraft ahead in the traffic pattern. As a result the final leg was flown lower and faster than normal and the pilot evidently misjudged the flare. She was not able to recover from the ensuing bounces before the nosewheel was dislodged.