

AAIB Bulletin No: 2/96

Ref: EW/G95/10/15

Category: 1.3

Aircraft Type and Registration: Cessna F172H Skyhawk, G-AVJI

No & Type of Engines: 1 Continental O-300-D piston engine

Year of Manufacture: 1967

Date & Time (UTC): 28 October 1995 at 1100 hrs

Location: Croft Farm, Defford, Hereford & Worcester

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - 3

Injuries: Crew - None Passengers - None

Nature of Damage: Substantial to left wing, propeller, nose landing gear, engine mounts and rear fuselage

Commander's Licence: Private Pilot's Licence (FAA)

Commander's Age: 42 years

Commander's Flying Experience: 79 hours (of which 7 were on type)
Last 90 days - 5 hours
Last 28 days - 2 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The pilot and three passengers departed Dunkeswell Airfield for a short flight to land on grass Runway 27 (1,870 x 59 feet) at Croft Farm, Defford, near Worcester. The weather was fine with nil wind, good visibility, no significant cloud and a temperature of 5°C.

The first visual circuit, flown at a height of 1,000 feet, was followed by a fast and steep approach with the aircraft touching down some 300 feet beyond the runway threshold. The aircraft bounced on landing and the pilot executed a go-around. The second approach, flown from a circuit height of 800 feet, was reported by the pilot to be at a more normal angle but the aircraft's ground speed still appeared fast due, probably, to the still wind conditions. The landing flare on this occasion was misjudged and the aircraft bounced twice. A go-around was attempted from the second bounce and, as full power was applied, the aircraft struck the ground once more breaking off the nosewheel. The remains of the nose landing gear strut then dug into the ground causing the aircraft to pitch inverted. After the aircraft came to rest the pilot selected the master switch and fuel selector to OFF. He and his passengers then vacated the aircraft uninjured.

The pilot reported that the cause of the accident was due to a poorly executed approach flown in an aircraft that, to the pilot, was heavier than normal. Furthermore, the attempted go-around was commenced too late for the prevailing conditions.