

## **Cessna 152, G-BOTB, 3 July 2000 at 1045 hrs**

**AAIB Bulletin No: 8/2000**

**Ref: EW/G2000/07/02 Category: 1.3**

**Aircraft Type and Registration:** Cessna 152, G-BOTB

**No & Type of Engines:** 1 Lycoming O-235-L2C piston engine

**Year of Manufacture:** 1983

**Date & Time (UTC):** 3 July 2000 at 1045 hrs

**Location:** Stapleford Aerodrome, Essex

**Type of Flight:** Private

**Persons on Board:** Crew - 1 - Passengers - None

**Injuries:** Crew - None - Passengers - N/A

**Nature of Damage:** Aircraft destroyed

**Commander's Licence:** Private Pilot's Licence

**Commander's Age:** 50 years

**Commander's Flying Experience:** 84 hours (all on Cessna 150/152)

Last 90 days - 7 hours

Last 28 days - 7 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot

On touchdown from a left-hand circuit to Runway 22 Left, the aircraft bounced. Before the pilot could take corrective action, it had bounced twice more with the final landing culminating in the nosewheel impacting hard and collapsing. As G-BOTB came to rest, the pilot saw flames and smoke coming from beneath the engine and quickly vacated the cockpit. Although the fire crew were quickly on the scene, the aircraft was destroyed by fire.

At the time of the accident, the visibility was good and the surface wind was calm. The pilot considered that she had maintained excessive speed on finals, which had resulted in a bounce. She commented that all of her previous experience had been on the Cessna 150. Her inexperience on the Cessna 152 at low weight and calm conditions was a contributory factor in both the initial bounce and her failure to control the subsequent manoeuvres.

The aerodrome authorities considered that the fire resulted from a severed fuel line following the collapse of the noseleg; the fuel pooled under the engine and then ignited. The pilot had vacated the aircraft promptly because of the fire and smoke but without switching off all the services.