

No: 9/86

Ref: 1b

Aircraft type and registration: Reims Cessna F172N G-MALK

No & Type of engines: 1 Lycoming O-320-H2AD piston engine

Year of Manufacture: 1979

Date and time (UTC): 8 August 1986 at 1655 hrs

Location: Newtownards Airport, Co Down, N Ireland

Type of flight: Private (pleasure)

Persons on board: Crew — 1 Passengers — None

Injuries: Crew — None Passengers — N/A

Nature of damage: Substantial damage to the airframe, undercarriage and propeller

Commander's Licence: Private Pilot's Licence

Commander's Age: 29 years

Commander's Total Flying Experience: 101 hours (of which 19 were on type)

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

The aircraft left Liverpool at 1515 hrs and flew to Newtownards airfield, near Belfast, where the surface wind was calm with no significant weather.

A left-hand circuit was flown to runway 22, but the final turn was misjudged and the pilot elected to go around. The next approach was felt to be too high so full flap was selected and little, or no, power was used. On landing, the aircraft struck the ground firmly and bounced twice. Full power was applied but it was noted that the indicated airspeed was about 40 knots and the stall warning was sounding. Again the aircraft struck the ground firmly and bounced. The flap was then selected towards up causing the aircraft to sink to the ground but, this time, it veered off the runway, to the left, into an area of standing crops. As he was now heading towards some buildings, the pilot decided to abandon his attempt to get airborne and closed the throttle. The nose undercarriage hit the ground first and collapsed. The aircraft cartwheeled and came to rest inverted.

Despite the substantial damage done to the aircraft, the pilot was uninjured and escaped, with ease, through the left door.