

Aircraft Type and Registration:	Reims Cessna FA152, G-BHEN	
No & Type of Engines:	1 Lycoming O-235-N2C piston engine	
Year of Manufacture:	1980	
Date & Time (UTC):	26 December 2004 at 1619 hrs	
Location:	Leicester Airport, Leicester	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Severe damage to nose landing gear, engine, propeller, wing and fin	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	75 years	
Commander's Flying Experience:	540 hours (of which 533 were on type) Last 90 days - 5 hours Last 28 days - 3 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The pilot and his passenger were the last competitors scheduled to take part in the local Aero Club's flour bombing and spot landing competitions. Following delays earlier in the day, the competitions were running behind schedule.

Having completed three runs to drop flour bombs on a target, the pilot made a normal left-hand circuit and approach for the asphalt Runway 28, aiming to touch down on a line provided as a spot landing target. Agricultural activity immediately to the north of the runway had left that area with ruts running parallel to the runway edge, and these ruts were now filled with ice. The pilot reported that in the limited light from the setting sun, these ruts appeared very similar to the runway area, and although he had lined up correctly on the extended runway centreline at first, the aircraft drifted, and he did not recognise that he was no longer aligned correctly with the runway.

The aircraft touched down some 60 metres north of the runway and rolled out on its landing gear for approximately 25 metres with the main wheels running in the parallel ruts. The nose wheel assembly

then failed and the aircraft very slowly pitched over, coming to rest inverted. Both occupants, who were wearing lap and diagonal harnesses, were able to vacate the aircraft uninjured.

The local time of sunset was 1555 hrs, and official night began at 1625 hrs, six minutes after the accident. The decision to continue the competition in deteriorating light conditions played a significant part in the accident.