

## Cessna 152, G-BNRK

<b>AAIB Bulletin No:</b> 6/2002	<b>Ref:</b> EW/G2002/03/23	<b>Category:</b> 1.3
<b>Aircraft Type and Registration:</b>	Cessna 152, G-BNRK	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-235-L2C piston engine	
<b>Year of Manufacture:</b>	1984	
<b>Date &amp; Time (UTC):</b>	29 March 2002 at 1529 hrs	
<b>Location:</b>	Redhill Aerodrome, Surrey	
<b>Type of Flight:</b>	Training	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Damage to nose leg, propeller and wing tip	
<b>Commander's Licence:</b>	Private Pilots Licence	
<b>Commander's Age:</b>	35 years	
<b>Commander's Flying Experience:</b>	63 hours (of which 61 were on type)	
	Last 90 days 1 hour	
	Last 28 days - 0 hour	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and AAIB enquiries	

The aircraft taxied from dispersal across the grass to the holding point for grass Runway 26. The surface conditions were soft and the aircraft became stuck in a rut. The engine was shut down and the aircraft pushed out of the rut by the pilot with the assistance of an onlooker. The pilot was then advised by a staff member, from the company that owned the aircraft, to start up and use full power to get the aircraft moving off the grass and onto the adjacent tarmac area. This was successful and after a short hold the aircraft took off from Runway 26. The pilot then carried out a normal circuit but on the subsequent landing touched down heavily, possibly nosewheel first. As the aircraft bounced back into the air, full power was applied and a climb established. A further circuit was flown but this time the pilot announced that his intention was to land. Touchdown was smooth but almost immediately the aircraft started to veer to the right. Left rudder and brake were applied but the pilot was unable to prevent the aircraft from leaving the runway. As it did so the nose landing gear partially collapsed allowing the propeller to strike the ground. As the aircraft settled back to

the normal attitude the left wing also struck the ground. Power was switched off and the aircraft evacuated.

Inspection of the aircraft revealed damage to the engine frame mountings consistent with the forces incurred during a heavy nosewheel touchdown. The nose leg had folded to the right breaking the steering strut on that side, preventing the pilot from moving the nosewheel to the left. There was also damage to the propeller, shock loading of the engine and some buckling of the firewall. The leading edge panels and the end rib of the left wing also required replacement. It is probable that the engine frame mountings were broken and the noseleg attachment tubes were weakened during the first heavy touchdown. The noseleg then partial collapsed when the aircraft landed off the second approach.

The company that owns the aircraft operates a 60 day recency policy. Pilots that are not current require an instructor check. On this occasion the pilot's recency did not comply with the policy. As a result of this accident, the CFI has made it mandatory that pilots' logbooks should be checked before solo flights are authorised.