

CEA DR315, G-AXDK, 4 June 2001 at 1545 hrs

AAIB Bulletin No: 8/2001 **Ref:** EW/G2001/06/05 **Category:** 1.3

Aircraft Type and Registration: CEA DR315, G-AXDK
No & Type of Engines: 1 Lycoming O-235-C2A piston engine
Year of Manufacture: 1969
Date & Time (UTC): 4 June 2001 at 1545 hrs
Location: Shobdon Aerodrome, Hereford and Worcester
Type of Flight: Private
Persons on Board: Crew - 1 - Passengers - 2
Injuries: Crew - None - Passengers - None
Nature of Damage: Collapsed nose landing gear and propeller
Commander's Licence: Private Pilot's Licence
Commander's Age: 68 years
Commander's Flying Experience: 213 hours (of which 12 were on type)
Last 90 days - 20 hours
Last 28 days - 11 hours
Information Source: Aircraft Accident Report Form submitted by the pilot

The aircraft was flown from Kemble to Shobdon in what the pilot described as perfect visibility and weather. The flight was uneventful and, on arrival at Shobdon, the pilot carried out a left-hand circuit to land on Runway 27. The surface wind was given as a light gusting crosswind of about 10 kt maximum. The pilot flared the aircraft just past the runway designator numbers and closed the throttle. The aircraft floated whilst losing speed and touched down firmly on the main landing gear. It ran on the surface for a few yards before becoming airborne to a height of approximately ten feet in a nose up attitude. The stall warning was sounding and so the pilot eased forward on the control column. The stall warning ceased and the aircraft touched down flat and hard before once again lifting and touching down in a slightly nose down attitude. The aircraft remained upright until the pilot turned right to clear the runway and then the nose dropped and the propeller contacted the runway surface at a fast walking speed.

After selecting the fuel to the OFF position and isolating the electrical services, the pilot and his passenger left the aircraft by the normal exits. The airfield Rescue and Fire Fighting Service (RFFS) attended immediately. The pilot considered that during the landing flare he had not fully closed the throttle and this had led to the bounces in which the nose landing gear had become damaged.

