

# Reims Cessna F172M, G-BKEV

## AAIB Bulletin No: 10/96 Ref: EW/G96/07/29 Category: 1.3

<b>Aircraft Type and Registration:</b>	Reims Cessna F172M, G-BKEV
<b>No &amp; Type of Engines:</b>	1 Lycoming O-320-E2D piston engine
<b>Year of Manufacture:</b>	1976
<b>Date &amp; Time (UTC):</b>	26 July 1996 at 1750 hrs
<b>Location:</b>	Jersey Airport
<b>Type of Flight:</b>	Private
<b>Persons on Board:</b>	Crew - 1 Passengers - 3
<b>Injuries:</b>	Crew - None Passengers - None
<b>Nature of Damage:</b>	Some creasing of firewall and cockpit floor plates, several nose wheel retaining rivets sheared and damage to propeller
<b>Commander's Licence:</b>	Private Pilot's Licence
<b>Commander's Age:</b>	52 years
<b>Commander's Flying Experience:</b>	108 hours (of which 20 were on type) Last 90 days - 11 hours Last 28 days - 3 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and telephone inquiries by the AAIB

The pilot was making his first flight with a full complement of passengers and had flown from Guernsey to Jersey on a sight-seeing trip. On reaching Jersey he was cleared by ATC to join the circuit downwind, right-hand at 900 feet for Runway 27. The wind was 340°/12 kt with 40 km visibility. On arriving in the downwind position the pilot was informed that he was 'number one' to land and, as he approached a position abeam the runway threshold, he was cleared to land. Shortly after this clearance was given a second aircraft joined the circuit for a straight-in approach and its pilot was advised that she was 'number two' to land and asked if she was visual with the aircraft ahead. As she could not confirm visual contact, the pilot of the Cessna 172 decided to turn onto the final approach early. With the wind behind him on the base turn and with a shortened circuit pattern,

he found himself high on the approach with very little power applied. His flare over the runway was high from what had become a difficult approach and the aircraft landed heavily. In a candid report the pilot points out that, due to his inexperience, the aircraft was probably 5% overweight at the time of his landing in Jersey as he had not made sufficient allowance for the weight of his passengers. Not appreciating the possibility that the aircraft might have been damaged by the heavy landing, the aircraft was flown back to Guernsey before a detailed check revealed its condition.