

## Cessna FRA150M, G-BDEX

**AAIB Bulletin No: 3/99 Ref: EW/G99/01/05      Category: 1.3**

**Aircraft Type and Registration:** Cessna FRA150M, G-BDEX

**No & Type of Engines:** 1 Rolls-Royce O-240-E piston engine

**Year of Manufacture:** 1975

**Date & Time (UTC):** 5 January 1999 at 1440 hrs

**Location:** Compton Abbas Airfield, Wiltshire

**Type of Flight:** Private

**Persons on Board:** Crew - 1 - Passengers - None

**Injuries:** Crew - None - Passengers - N/A

**Nature of Damage:** Substantial to nose landing gear

**Commander's Licence:** Private Pilot's Licence

**Commander's Age:** 78 years

**Commander's Flying Experience:** 3,316 hours (of which 132 were on type)  
Last 90 days - 2 hours  
Last 28 days - 1 hour

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

The pilot was landing with a surface wind of 220°/20 kt. The grass Runway 26 was serviceable but damp and the pilot elected to land alongside it on the southern side where he considered that the surface would be better. Because of the crosswind and associated turbulence, the pilot decided to land at a higher than normal speed and hold the control wheel just forward of neutral after touchdown. After landing, the aircraft rolled for a short distance before becoming airborne again. The subsequent landing was on all three wheels on a patch of soft ground which caused the nosewheel to 'dig in' leading to damage to the nose landing gear and adjacent structure.

The pilot considered that the cause of the accident was his action in lowering the nosewheel too soon on the soft and uneven surface.

