

# Cessna 150M, G-BPAB

**AAIB Bulletin No:** 5/2002      **Ref:** EW/G2002/01/17      **Category:** 1.3

**Aircraft Type and Registration:** Cessna 150M, G-BPAB

**No & Type of Engines:** 1 Continental O-200-A piston engine

**Year of Manufacture:** 1975

**Date & Time (UTC):** 29 January 2002 at 1530 hrs

**Location:** Rayne Hall Farm, Essex

**Type of Flight:** Private

**Persons on Board:** Crew - 1      Passengers - 1

**Injuries:** Crew - None      Passengers - None

**Nature of Damage:** Damage to propeller, nose landing gear mounting frame and engine cowling

**Commander's Licence:** Airline Transport Pilot's Licence

**Commander's Age:** 53 years

**Commander's Flying Experience:** 17,000 hours (of which 600 were on type)

Last 90 days - 65 hours

Last 28 days - 21 hours

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

The aircraft was returning to Runway 27 at Rayne Hall Farm after a 20 minute local flight. The wind, estimated from a new windsock, was 230°/12-15 kt, giving light to moderate turbulence. The visibility was greater than 10 km below a 3,000 feet cloudbase. The grass runway had been softened by long periods of heavy rain. The approach was flown with 30 degrees of flap set and slightly faster than normal. The pilot reported that a late flare resulted in a faster than intended touchdown in an almost level attitude. During the rollout the nose landing gear progressively collapsed when the aircraft's groundspeed was 40 - 50 kt. The propeller struck the runway surface and the aircraft came to a halt on the centreline, resting on its mainwheels and the underside of the engine cowling. There were no injuries.

The pilot commented that the combination of the aircraft's speed, its attitude at touchdown and the softness of the runway surface placed a high rearward load on the nose landing gear.

Guidance on the use of private airstrips is given in CAA General Aviation Safety Sense Leaflet Number 12C, entitled Strip Sense.