

ACCIDENT

Aircraft Type and Registration:	Cessna 172S Skyhawk, G-YFZT
No & Type of Engines:	1 Lycoming IO-360-L2A piston engine
Year of Manufacture:	2004 (Serial no: 172S9587)
Date & Time (UTC):	2 September 2013 at 1450 hrs
Location:	White Waltham Airfield, Berkshire
Type of Flight:	Private
Persons on Board:	Crew - 1 Passengers - 1
Injuries:	Crew - None Passengers - None
Nature of Damage:	Damage to front floor panels, firewall and propeller
Commander's Licence:	Private Pilot's Licence
Commander's Age:	67 years
Commander's Flying Experience:	226 hours (of which 122 were on type) Last 90 days - 6 hours Last 28 days - 3 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

The aircraft was landing on grass Runway 29, with the wind from the northwest at less than 8 mph. The pilot reported that, following a "good" final approach at 70 kt with full flap selected, the aircraft bounced on touchdown. Thereafter, the pilot was unaware of any anomalies with the aircraft beyond the fact that the elevator controls felt stiff.

After parking, he performed a walk-round inspection of the aircraft and was satisfied that there was no damage. Later, an engineer found rippling of the floor panels and firewall, which accounted for the stiff elevator controls, and evidence that the propeller had struck the runway.

The pilot was of the opinion that he should have flown the final approach at a slightly slower speed (recommended final approach speed is 65 kt, with full flap) and that he may have flared too early. He also thought that the uneven nature of the runway surface may have played a part.