

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Cessna F150L, G-BAEU	
<b>No &amp; Type of Engines:</b>	1 Continental Motors Corp O-200-A piston engine	
<b>Year of Manufacture:</b>	1972	
<b>Date &amp; Time (UTC):</b>	4 June 2008 at 1345 hrs	
<b>Location:</b>	Full Sutton Airfield, Yorkshire	
<b>Type of Flight:</b>	Training	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Collapsed nosewheel, propeller bent, shock-loaded engine	
<b>Commander's Licence:</b>	Student Pilot	
<b>Commander's Age:</b>	37 years	
<b>Commander's Flying Experience:</b>	19 hours (of which 19 were on type) Last 90 days - 19 hours Last 28 days - 11 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and further enquiries by the AAIB	

**Synopsis**

During the flare of a touch-and-go on Runway 22 at Full Sutton Airfield, Yorkshire, the student pilot noticed a glider landing in the opposite direction. He pushed forward on the control column in an attempt to stop quickly and avoid colliding with the glider. This resulted in the aircraft landing on its nosewheel, which subsequently collapsed, causing damage to the propeller and shock-loading the engine.

**History of the flight**

The student pilot was on his second solo flight and had completed two or three circuits on Runway 22 at Full Sutton Airfield, Yorkshire, without incident. The

surface wind was 220°/5 kt. Whilst in the landing flare, he became aware of a glider coming towards him in the opposite direction "filling the windscreen." He felt he had no option but to try to stop his aircraft as soon as possible. He pushed forward on the control column to get the aircraft onto the ground, so he could commence braking to try to avoid a collision. This resulted in the aircraft landing on its nosewheel, which, after two bounces, collapsed, causing damage to the propeller and shock-loading the engine. The student pilot vacated the aircraft uninjured. He had not seen any aircraft in the circuit whilst he was airborne.

The student pilot added that he came to rest about 250 m from the threshold of Runway 22, approximately 100 m from the glider; his instructor estimated that the two aircraft were about 200 m apart when they stopped.

### **Airfield information**

Full Sutton Airfield has a grass runway orientated 22/04 approximately 730 m long. It also has a published air-to-ground radio frequency which is annotated in the Pooley's Flight Guide, '*Radio use Mandatory*'. Circuits are flown right-hand on Runway 22 and left-hand on Runway 04.

### **Glider pilot's comments**

The glider pilot stated that he had been gliding for 10 years gaining 250 hrs flight time.

On 4 June 2008 he launched in a 13.5 m glider, from his base at Pocklington Airfield, Yorkshire, with the intention of flying to Elevation Airfield, 6 nm west of Pocklington and returning to Pocklington via Full Sutton. Pocklington Airfield is situated approximately 4 nm south-east of Full Sutton. As he approached Full Sutton he experienced a "massive amount of sink" and realised that he would not be able to reach Pocklington, so he decided to land at Full Sutton. Approaching Full Sutton, he did not see any other aircraft in the circuit and noticed that the wind sock was showing no significant

wind. He therefore positioned to fly a right-hand circuit to Runway 04. The glider pilot continued to keep a lookout for other traffic and landed on the eastern edge of the runway to leave room for unseen aircraft that might have landed behind him. He estimated the glider came to rest approximately 100 m from the threshold of Runway 04. It was at this point that the glider pilot first saw the Cessna ahead of him with its nosewheel collapsing. Having vacated his glider, the glider pilot pulled it into the standing crops to clear the runway and went to the tower to apologise for his unscheduled landing and see if anyone was injured.

The glider pilot added that although he had a radio in his glider, he did not tune it to the Full Sutton frequency because he was concentrating on flying the circuit with a high rate of descent. He considered landing in a field but as most of the suitable ones contained standing crops and others had wires in the vicinity he thought his best option was to land on the airfield. He added that this was the second time he had "landed out" in over 1,000 flights.

### **Safety action**

As a result of this accident the glider pilot's Chief Flying Instructor debriefed him and re-educated him on radio techniques and how to stay within gliding range of his operating base.