

Cessna 172R, G-BXSM

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9/2001

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Category: 1.1

Aircraft Type and Registration: Cessna 172R, G-BXSM

No & Type of Engines: 1 Lycoming IO-360-L2A piston engine

Year of Manufacture: 1998

Date & Time (UTC): 23 June 2001 at 1600 hrs

Location: East Midlands International Airport, Leicestershire

Type of Flight: Private

Persons on Board: Crew - 1 - Passengers - None

Injuries: Crew - None - Passengers - N/A

Nature of Damage: Cockpit flooring and firewall bulkhead creased

Commander's Licence: Private Pilots Licence

Commander's Age: 44 years

Commander's Flying Experience: 125 hours (of which 10 were on type)

Last 90 days - 6 hours

Last 28 days - 3 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The pilot had planned to fly from Northampton (Sywell) airfield to East Midlands airport where she was a member of the local flying school. The reported meteorological conditions at the destination were: surface wind 090°/08 kt, visibility 20 kilometres, a few clouds at 4,000 feet and a surface temperature of +20°C. Runway 09 was the runway in use, it is 2,280 metres long, 46 metres wide and the concrete surface was dry. Runway 09 is equipped with PAPIs, which were set to indicate a 3° approach path.

The pilot completed a visual circuit and established the aircraft on finals. She was satisfied that the speed, power setting and approach path were all normal. However, when she commenced the flare to land she was aware that she did not maintain the landing attitude, the aircraft ballooned and then struck the runway and bounced. The pilot initiated a 'go around' and commenced a further visual circuit. Once again the pilot was satisfied that the parameters were correct when established on finals but the attempted landing caused the aircraft to bounce again and she initiated another 'go around'. The pilot then requested the assistance of a flying instructor to 'talk her through the procedure' and she was directed to orbit on the downwind leg of a right hand circuit. The flying instructor then provided some guidance over the RT during the subsequent successful approach to land.

The pilot provided her own assessment of the cause of the accident in which she said. "The initial problem was that I did not look far enough down the runway to gain perspective.... The hold -off was not maintained and therefore the aircraft ballooned, stick was pushed forward causing bounce."