

ACCIDENT

Aircraft Type and Registration:	Cessna 152, G-BWEV	
No & Type of Engines:	1 Lycoming O-235-L2C piston engine	
Year of Manufacture:	1979	
Date & Time (UTC):	13 April 2008 at 1311 hrs	
Location:	Full Sutton Airfield, Yorkshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to right wing, fin, spinner and propeller	
Commander's Licence:	Private Pilot's Licence with IMC rating	
Commander's Age:	57 years	
Commander's Flying Experience:	994 hours (of which 983 were on type) Last 90 days - 30 hours Last 28 days - 9 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

As a result of reduced visibility in light rain, the pilot landed deep into the runway. Braking action was poor on the wet grass and the aircraft ran off the end of the runway onto soft ground and slowly nosed over.

History of the flight

The aircraft was on a flight from Andrewsfield in Essex to Full Sutton. This had been uneventful, although the pilot noted that IMC (Instrument Meteorological Conditions) existed to the north of Skegness. He called Full Sutton Radio with the airfield in sight, and was informed of the runway in use and the QFE. The pilot described the visibility in light rain as "not good", but the entire area of the airfield was visible from the downwind position.

On final approach to Runway 22, which has a length of 772 metres, the pilot considered he was too high, so he reduced the engine power to idle and lowered full flap. The reduced propeller wash resulted in a build-up of raindrops on the windscreen, which further reduced the visibility; this in turn caused the pilot to flare the aircraft slightly high and land well down the runway, although he still considered there was enough room to stop. However, braking performance on the wet grass was poor and the aircraft ran off the end of the runway onto soft ground, where it slowly nosed over. The pilot, who was uninjured, released his harness and exited the inverted aircraft through the normal door.

In his statement, the pilot considered that the accident was the result of being too high on approach, coupled with a failure to make an early decision to go around.