

AAIB Bulletin No: 1/95

Ref: EW/G94/11/03

Category: 1.3

**Aircraft Type and Registration:** Cessna 152, G-BOGG

**No & Type of Engines:** 1 Lycoming O-235-L2E piston engine

**Year of Manufacture:** 1979

**Date & Time (UTC):** 6 November 1994 at 1300 hrs

**Location:** Middle Wallop Airfield, Hampshire

**Type of Flight:** Private

**Persons on Board:** Crew - 1                      Passengers - None

**Injuries:** Crew - None                      Passengers - N/A

**Nature of Damage:** Substantial to nose landing gear, engine bearers and propeller

**Commander's Licence:** Private Pilot's Licence

**Commander's Age:** 48 years

**Commander's Flying Experience:** 75 hours (of which 42 were on type)  
Last 90 days - 5 hours  
Last 28 days - 2 hours

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

The pilot returned to Middle Wallop from a cross-country flight with the intention of landing on Runway 19. The surface wind was 170°/07 kt, the visibility was more than 10 km and the cloudbase was broken at 3,000 feet with the landing direction being into sun. The circuit and approach were uneventful and the pilot felt confident that a good landing would result. However, the landing was very heavy and the aircraft bounced. The pilot decided to go-around and tried to contact personnel in the clubhouse by radio. Despite the help of Boscombe Down ATC, he was unable to get anyone to inspect his aircraft from the ground during a flypast of the clubhouse. Boscombe Down ATC offered the pilot the option of landing at Boscombe but he declined and landed instead on Runway 19 at Middle Wallop. When the nosewheel was lowered onto the runway it collapsed.

The pilot considered that the cause of the accident was a heavy landing following his first approach.