AAIB Bulletin No: 2/2005 **Ref: EW/G2004/12/06** **Category: 1.3**

INCIDENT

Aircraft Type and Registration:	Cessna 172S, G-CCTT	
No & Type of Engines:	1 Lycoming IO-360-L2A piston engine	
Year of Manufacture:	1999	
Date & Time (UTC):	7 December 2004 at 1430 hrs	
Location:	Caernarfon Airport, Gwynedd	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Minor damage to nosewheel bracket	
Commander's Licence:	JAA Private Pilot's Licence	
Commander's Age:	64 years	
Commander's Flying Experience:	154 hours (of which 9 were on type) Last 90 days - 10 hours Last 28 days - 4 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The approach to Runway 02 was normal, with full flap selected and the airspeed stabilised at 70 kt. The aircraft touched down at an estimated 65 - 70 kt, prior to the intersection with Runway 08/26, but bounced and then climbed rapidly. The pilot applied nose-up elevator control, but this failed to prevent a second bounce, during which the nose wheel contacted the runway heavily. He then applied power and executed a go-around. The weather conditions were good, with the wind at 020º/03 kt.

On the second approach, the flaps failed to operate when selected and it was observed that the flap system circuit breaker had tripped. The circuit breaker was reset, but the problem remained. A second, flapless landing was completed without incident.

The pilot was not certain that the flaps had reached the fully down position after selection on the first approach as he had not heard them running, due to the noise of radio transmissions from other aircraft in the circuit. In his opinion, the incident had been caused by a combination of the upslope

of the runway and the flaps possibly failing to fully extend. The latter point he felt was reinforced by the rapid climb after the first bounce and the fact that there was no noticeable change in attitude on retracting the flaps from fully down to the second stage position on the go-around. Nevertheless, the flaps must have operated at some point during the go-around, as they were in the fully retracted position prior to commencing the second approach. Subsequent examination of the aircraft revealed minor damage to the nose landing gear attachment bracket.

Volume 1 of the Air Pilot's Manual (Trevor Thom) which covers the flying training aspects of the JAR PPL training syllabus, provides the following advice on how to deal with a bounce on landing:

> *'An inexperienced pilot should consider an immediate go-around following a bounce. With experience, however, a successful recovery from a bounce can be made (provided that the runway length is adequate), by relaxing the back pressure and adding power if necessary to reposition the aeroplane suitably to recommence the landing'.*