AAIB Bulletin No: 9/95 Ref: EW/G95/06/01

Category: 1.3

Aircraft Type and Registration: Cessna 152, G-BRTO

No & Type of Engines: 1 Lycoming O-235-L2C piston engine

Year of Manufacture: 1979

Date & Time (UTC): 1 June 1995 at 1005 hrs

Location: The Location of the

Type of Flight: Private (Training)

Persons on Board: Crew - 1 Passengers - None of the property of the Persons of Passengers - None of the persons of the Persons

Injuries: Crew - None Passengers - N/A

Nature of Damage: Extensive Extensive Manual 2

Commander's Licence: Student Pilot

Commander's Age: 47 years

Commander's Flying Experience: 20 hours (all on type)

Last 90 days - 5 hours Last 28 days - 2 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

Having successfully completed a dual circuit training flight with an instructor, the student pilot was briefed to conduct three solo circuits. Runway 36 was in use and the first two circuits, with touch-and-go landings, were without incident. The surface wind at the time was 300°/5 kt. On the final approach to land, the aircraft was a little high and fast over the threshold. The aircraft floated and ballooned before sinking heavily onto the runway. A bounce ensued, during which time the aircraft drifted over to the left side of the runway before touching down again. At this time, the pilot became aware of a tractor and trailer combination which had previously been positioned off to the western side of the runway. The tractor appeared to have moved closer to the edge of the runway, and the pilot assessed that a collision was imminent. He first applied right rudder in an attempt to steer the aircraft to the right of the tractor. When this was unsuccessful, left rudder was applied in an attempt to steer the aircraft onto the grass to the west side of the runway.

In the resulting collision, the aircraft's right wingtip struck the roll cage of the tractor. This caused the aircraft to pivot round to the right, coming to rest on its nose and left wingtip behind the tractor/trailer, and on the western edge of the runway surface.

Dunkeswell does not have an Air Traffic Control service, and pilots are required to exercise their own discretion when assessing that the runway is clear for use. Runway 36 is a marked strip 20 metres wide, which is positioned on the eastern side of the original 46 metre wide Asphalt surface runway. There is thus a sterile hard surfaced area to the west side of the marked strip, not intended for use by aircraft when taking off or landing. After this accident, the tractor/trailer combination was found to be positioned outside the marked runway strip.