

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Cessna 152, G-FIFO
<b>No &amp; Type of Engines:</b>	1 Lycoming O-235-L2C piston engine
<b>Year of Manufacture:</b>	1981
<b>Date &amp; Time (UTC):</b>	4 June 2010 at 1432 hrs
<b>Location:</b>	Popham Airfield, Hampshire
<b>Type of Flight:</b>	Private
<b>Persons on Board:</b>	Crew - 1                      Passengers - None
<b>Injuries:</b>	Crew - 1 (Minor)          Passengers - N/A
<b>Nature of Damage:</b>	Damage to nose landing gear, fuselage, wingtips and tail
<b>Commander's Licence:</b>	Private Pilot's Licence
<b>Commander's Age:</b>	53 years
<b>Commander's Flying Experience:</b>	125 hours (of which 80 were on type) Last 90 days - 9 hours Last 28 days - 6 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

## Synopsis

The pilot made a normal approach in light and variable wind conditions. He reported that, just prior to landing, the aircraft experienced a tailwind component and touched down in a flat attitude. The nose landing gear was damaged and, following an abandoned go-around, the aircraft entered some long grass and pitched over onto its back.

## History of the flight

The pilot had flown from Popham Airfield to Chichester (Goodwood) Airfield before returning to Popham. The weather for the flight was good, with the wind light and variable and cloud and visibility OK. On returning to Popham, he carried out an overhead rejoin for a left-hand

circuit to Runway 08. On the downwind leg 10° of flap was selected, with a further 10° on the base leg. The aircraft was established on the final approach with landing flap lowered and an approach speed of 65 kt IAS, with the winds given as light and variable. The approach was normal but just prior to landing, the pilot detected a tailwind component and the aircraft touched down in a flat attitude, accompanied by a loud bang that was heard and felt by the pilot.

He commenced a go-around but realised that the nosewheel steering was not functioning properly, as he was unable to maintain normal directional control. The pilot closed the throttle and, with the speed reducing,

decided to enter the long grass to his right. This was in order to avoid the buildings and parked aircraft to his left. The pilot reported that, before the aircraft had stopped, the long grass caused it to pitch over onto its back. He isolated the electrical and fuel systems and vacated the aircraft through the normal exit. The airfield Rescue and Fire Fighting Service attended the scene but there was no fire. The pilot sustained minor injuries.

**Conclusion**

The pilot concluded that the cause of the accident was being caught by an unexpected tailwind component just prior to landing. This resulted in damage to the nose landing gear causing him reduced directional control. Additional damage resulted from the effects of the long grass.