

No: 3/92

Ref: EW/G92/01/06

Category: 1c

Aircraft Type and Registration: Reims Cessna FRA150L Aerobat, G-BCKV
No & Type of Engines: 1 Continental O-240-A piston engine
Year of Manufacture: 1974
Date & Time (UTC): 12 January 1992 at 1105 hrs
Location: Perth Aerodrome, Scone, Perth, Scotland
Type of Flight: Private
Persons on Board: Crew - 1 Passengers - None
Injuries: Crew - None Passengers - N/A
Nature of Damage: Nose landing gear collapsed. Engine shock loaded, rudder bar twisted and steering rods bent.
Commander's Licence: Student Pilot
Commander's Age: 20 years
Commander's Flying Experience: 23 hours (all on type including 8 hours solo)
Information Source: Aircraft Accident Report Form submitted by the pilot

Following a dual instruction flight during which the student pilot was assessed as having flown to an "above average" standard, he was authorised to carry out a solo flight in order to practice circuits and landings on runway 21 at Perth aerodrome. The weather was fine with a surface wind of 210/05 kt.

The pilot reports that his first circuit was normal however he was not cleared to land and carried out a go around. He completed a second circuit with a touch and go landing and positioned the aircraft for a third approach and landing. This was normal except that the speed on the final approach was fast and the aircraft too high. The throttle was closed, but this did not reduce the speed as much as the pilot expected and on initial touch down the aircraft bounced. On the second touch down, which was heavy, the nose landing gear collapsed. The pilot's lap and diagonal upper torso restraint harness held him securely and he vacated the aircraft without injury.

Following a medical examination the pilot was given a further dual check flight and was thereafter authorised for solo flying.

G-BDNR was the second of a two aircraft formation which was given clearance to taxi to the northern area. The aircraft left the ramp via the west exit and turned right onto the parallel taxiway, which had standard green centreline lighting. When G-BIBW was subsequently cleared to taxi, the pilot under supervision had lost sight of the other aircraft and assumed them to be well ahead. He taxied BW from the well lit ramp area and also turned right onto the parallel taxiway. The instructor reported that, having ascertained that the pilot was "alright to taxi", he bent down to look for a missing chinagraph. It was just after this that the pilot noticed another aircraft a short distance in front of him; its rotating beacon and navigation lights were on and it appeared to him to be stationary. He immediately closed the throttle and applied brake but was unable to bring the aircraft to a halt before the right wing of BW struck the rudder of NR; its propeller subsequently struck the trailing edge of NR's left wing. Both aircraft came abruptly to a halt and were shutdown; the occupants escaped without injury.

The pilot of NR reported that the rotating beacon and navigation lights had been on at all times and that he had not stopped the aircraft immediately prior to the accident. The pilot under supervision in the left seat of BW had a total of 57 hours (of which four were on type) and it was the first time that he had taxied an aircraft at night.