

# Cessna F172H, G-AYCT , 12 April 1997

**AAIB Bulletin No: 12/1997**

**Ref: EW/G97/04/13 Category: 1.3**

<b>Aircraft Type and Registration:</b>	Cessna F172H, G-AYCT
<b>No &amp; Type of Engines:</b>	1 Continental O-300-D piston engine
<b>Year of Manufacture:</b>	1970
<b>Date &amp; Time (UTC):</b>	12 April 1997 at 1610 hrs
<b>Location:</b>	Eaglescott Airfield, Burrington, Devon
<b>Type of Flight:</b>	Private
<b>Persons on Board:</b>	Crew - 1 - Passengers - 3
<b>Injuries:</b>	Crew - None - Passengers - None
<b>Nature of Damage:</b>	Nosewheel collapsed on landing with subsequent damage to the propeller, engine cowlings and distortion of the airframe
<b>Commander's Licence:</b>	Private Pilot's Licence
<b>Commander's Age:</b>	42 years
<b>Commander's Flying Experience:</b>	82 hours (of which 6 were on type) Last 90 days - 4 hours Last 28 days - 3 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

At the conclusion of a cross-country flight from Old Sarum, the pilot joined the circuit visually from overhead of the airfield. The circuit was flown at 800 feet and flap extension on base leg was delayed due to a high airspeed. Subsequently, the aircraft overshot the final approach path during the final turn. The airspeed was held at 70 kt until approximately 200 feet on the final approach to ensure safe overflight of a gully before the power was reduced to idle. The pilot then assessed that an undershoot was likely and applied power to counter this at about the same time as commencing his flare. The flare became prolonged and the pilot reduced the power and the aircraft bounced on landing. This was followed by a second more pronounced bounce. Power was reapplied

in order to control the bounce but the pilot was unable to prevent the aircraft pitching forward and landing heavily on the nose wheel which collapsed.