

Cessna F152, G-BGAD

AAIB Bulletin No:
9/2001

Ref: EW/G2001/07/06

Category: 1.1

Aircraft Type and Registration: Cessna F152, G-BGAD

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

Year of Manufacture: 1978

Date & Time (UTC): 5 July 2001 at 1900 hrs

Location: Newtownards Airport, Northern Ireland

Type of Flight: Training

Persons on Board: Crew - 1 - Passengers - None

Injuries: Crew - Serious - Passengers - N/A

Nature of Damage: Damaged beyond economic repair

Commander's Licence: Student Pilot

Commander's Age: 47 years

Commander's Flying Experience: 30 hours (of which 16 were on type)

Last 90 days - 16 hours

Last 28 days - 5 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The pilot started flying training, at Newtownards, in 1995. However, he flew infrequently and had logged only about 14 hours, in four different types, when he recommenced training at Newtownards in March 2001. On the two training flights prior to the accident he had achieved an acceptable standard and had landed the aircraft in various configurations. The FI decided that he was fit to fly his first solo and briefed him to carry out one visual circuit.

The pilot reported that the take off and circuit to Runway 04 appeared normal. When he called "Final" he was told that the surface wind was 020°/8 kt. There was some turbulence and he recalled it "lifting the left wing". He recovered from this but the pitch attitude increased and he lost sight of the runway. The nose then pitched down, the right wing dropped and he remembers seeing the "runway numbers" in front of him. The aircraft struck the ground in this attitude and the nose landing gear collapsed. When it had come to a halt the pilot, who was wearing lap and diagonal upper torso restraint, escaped without the assistance of the RFFS, which arrived on the scene almost immediately. The pilot was taken to hospital for observation and it was found that he had a cracked vertebra.

Eye witnesses reported that the approach was normal until the final stage when the aircraft began to roll and pitch erratically. When it was close to the ground it pitched nose up, rose about 30 to 40 feet and then descended, in a nose down attitude, to impact the runway surface.

Subsequent examination of the runway showed a one inch deep gouge in the asphalt surface, apparently made by the nose landing gear, and three propeller strike at the initial point of impact. This was 72 metres from the threshold and 5.7 metres right of the runway centreline. There were then continuous 'scuff' marks to the point where the aircraft came to rest 55 metres further on.