

**AAIB Bulletin No: 9/93**

**Ref: EW/G93/07/15**

**Category: 1c**

**Aircraft Type and Registration:** Cessna 152, G-WACG  
**No & Type of Engines:** 1 Lycoming O-235-L2C piston engine  
**Year of Manufacture:** 1982  
**Date & Time (UTC):** 12 July 1993 at 1415 hrs  
**Location:** Bodmin airfield, Cornwall  
**Type of Flight:** Private  
**Persons on Board:** Crew - 1                      Passengers - None  
**Injuries:** Crew - None                      Passengers - N/A  
**Nature of Damage:** Substantial to nose landing gear, propeller and engine cowling  
**Commander's Licence:** Private Pilot's Licence  
**Commander's Age:** 36 years  
**Commander's Flying Experience:** 60 hours (of which 1 hour was on type)  
Last 90 days - 10 hours  
Last 28 days - 3 hours  
**Information Source:** Aircraft Accident Report Form submitted by the pilot

As a new member of the local flying club the pilot was required to complete a check flight, with an instructor before flying solo. This check consisted of 1 hour and 20 minutes upper air work, followed by a second flight, lasting 55 minutes, in the circuit. The pilot had previously completed his PPL training at Biggin Hill on concrete and asphalt runways varying in length from 1,834 metres to 816 metres. His circuit check flight, conducted at Bodmin, was on Runway 32 which has an upsloping grass surface 610 metres long. The weather at the time was fine with a surface wind of 320°/8 to 10 kt with good visibility and scattered cloud at 2,000 feet.

With the circuit check complete the aircraft was refuelled in preparation for the pilot's solo. At 1415 hrs the pilot commenced his take-off roll on Runway 32. He reported that the engine operated normally and, at an IAS of 50 kt, as the aircraft passed the runway intersection, it became airborne. At this moment the stall warning sounded. Believing that he had insufficient distance remaining within which to clear the boundary hedge he decided to abort the take off. As the aircraft settled back onto the runway it bounced, landing a second time nosewheel first. The nose landing gear collapsed allowing

the propeller to strike the surface and the aircraft slid to a halt. The pilot, who was wearing a lap and diagonal seat belt, vacated the aircraft without injury.

The pilot reported that the accident was caused by his misjudgement and lack of experience in operating from grass runways.