

ACCIDENT

Aircraft Type and Registration:	Cessna 152, G-CCHT	
No & Type of Engines:	1 Lycoming O-235-L2C piston engine	
Year of Manufacture:	1983 Serial no: 152-85176	
Date & Time (UTC):	17 September 2011 at 1540 hrs	
Location:	Redhill Aerodrome, Surrey	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Failure of nose landing gear and damaged propeller	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	31 years	
Commander's Flying Experience:	72 hours (of which 72 were on type) Last 90 days - 5 hours Last 28 days - 5 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

During an approach to land at Redhill the pilot was distracted by rain showers and parallel landing traffic. The aircraft bounced twice on landing and the pilot attempted a go-around but too late to prevent the failure of the nose landing gear.

History of the flight

The pilot had planned a local flight to the east of Redhill. The pilot reports that during the flight a window latch broke and he diverted into Headcorn to fix it. After making the repair at Headcorn, and planning the return flight to Redhill, the pilot checked the Redhill ATIS, which advised of rain showers in the vicinity.

Inbound to Redhill the pilot encountered a light rain

shower while joining the circuit overhead. He flew a short downwind leg and was cleared to land on Runway 26R. The rain grew more intense and the pilot was conscious that there was a rotorcraft on final approach for the parallel Runway 26L as he was about to land. The aircraft bounced twice on landing and the pilot attempted a go-around but too late to prevent the failure of the nose landing gear leg, followed by the aircraft skidding to a stop, still upright, at the left edge of Runway 26R.

The pilot considers that the primary causal factor in the accident was that he held too high an airspeed on final approach, resulting from the distractions of the rain and the parallel landing traffic. He considers that he should

have made an earlier decision to go around, before landing, and waited for the shower to pass before making another approach. He also considers that it would have

been wise for him to wait longer at Headcorn for the showers to clear before he departed for Redhill.