

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Reims Cessna F152, G-BMFZ	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-235-N2C piston engine	
<b>Year of Manufacture:</b>	1985	
<b>Date &amp; Time (UTC):</b>	18 April 2010 at 1248 hrs	
<b>Location:</b>	Bodmin Airfield, Cornwall	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Damaged beyond economic repair	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	57 years	
<b>Commander's Flying Experience:</b>	260 hours (of which 238 were on type) Last 90 days - 1 hour Last 28 days - None	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

## Synopsis

Following a late touchdown, the aircraft overran the end of the runway and was extensively damaged when it ran down a slope and turned over onto its back. The pilot was uninjured.

## History of the flight

The pilot reported that he made an approach to Runway 13 at Bodmin Airfield, with 40° of flap selected, and just as the aircraft was about to touchdown there was a strong gust of wind of approximately 20 kt, which came from behind the aircraft. The aircraft initially landed approximately a quarter of the way along the runway, before becoming airborne again and then touching down for a second time as it passed the intersection with Runway 03/21, which was approximately halfway along

Runway 13. The pilot stated that at this point he glanced at the ASI and noticed that "the indicator needle was at 0 kt". He estimated that the ground speed was between 35 to 40 kt and with no indicated airspeed decided not to go-around. Despite braking hard, the aircraft ran off the end of the runway, down a steep slope and onto a road where the nose landing gear collapsed and the aircraft turned over onto its back. The pilot, who was uninjured, vacated the aircraft without assistance.

## Airfield information

Runway 13 is 610 m long and at the time of the accident the grass surface was dry. Following the accident, the airfield manager inspected the runway surface and reported that there was no evidence of heavy braking.

**Weather conditions**

The air-to-ground operator at Bodmin Airfield reported that the weather conditions were good and described the wind as variable at 5 kt, with no significant gusts.

The Met Office has automatic observation equipment sited at Newquay Airport and Cardinham, which is approximately 5 km from Bodmin Airfield. At Newquay Airport the wind was recorded at 1220 hrs as 310°/10 kt and there were no observations of gusts between 1020 hrs and 1250 hrs. At Cardinham the wind was recorded at 1250 hrs as 290°/5 kt and there were no

observations of gusts between 1050 hrs and 1350 hrs. The Met Office advised that, at the time of the accident, the air mass below 2,000 ft was slow moving and would have been unlikely to have caused a large gust.

**Aircraft information**

The ASI was marked in knots with the first indicator mark at 35 kt and the first numerical at 40 kt. The pilot reported that the ASI read correctly throughout the flight and neither he nor the maintenance organisation were aware of any faults on the aircraft.