

AAIB Bulletin No: 10/93

Ref: EW/G93/08/41

Category: 1.3

Aircraft Type and Registration: Cessna F172M Skyhawk, G-BCPK
No & Type of Engines: 1 Lycoming O-320-E2D piston engine
Year of Manufacture: 1974
Date & Time (UTC): 29 August 1993 at 1045 hrs
Location: Montrose Airfield, Grampian
Type of Flight: Private
Persons on Board: Crew - 1 Passengers - None
Injuries: Crew - None Passengers - N/A
Nature of Damage: Damage to nose landing gear and horizontal stabiliser
Commander's Licence: Private Pilot's Licence
Commander's Age: 51 years
Commander's Flying Experience: 174 hours (of which 51 were on type)
Last 90 days - 13 hours
Last 28 days - 3 hours
Information Source: Aircraft Accident Report Form submitted by the pilot

The aircraft took off, at about 1000 hrs, for a flight in the local area. At about 1040 hrs, it returned to the airfield and joined the visual circuit to Runway 22, in the downwind position; the pilot noted that the windsock indicated that the surface wind was from the west at about 8 to 10 kt. He experienced "severe turbulence" on both the base leg and the initial part of the final approach which was flown with 30° flap selected; the pilot anticipated a crosswind landing. He reported that, as the aircraft crossed the runway threshold, the windsock veered through 90°. He was unable to take any corrective action before the aircraft touched down heavily and bounced. After the second touchdown he applied full power in order to go-around.

The pilot was advised that the nosewheel had become detached but the landing gear strut was still in position. He decided to divert to RAF Leuchars and declared an emergency. On arrival at RAF Leuchars, he flew along Runway 27 at 300 feet and then carried out an approach to Runway 22. It was subsequently decided that Runway 27 would be more suitable and this was agreed. A normal approach was made and, just prior to touchdown, the master switch and magneto switch were selected to 'OFF'; the propeller stopped in an approximately horizontal position. Touchdown was on the

mainwheels and the control column was held back; as the speed decayed the nose lowered, the landing gear strut came into contact with the runway and the aircraft quickly came to a halt. The emergency services were promptly on the scene and the pilot, who was wearing lap and diagonal upper torso restraint, escaped without injury.

It was subsequently determined that the nosewheel, which had become detached as a result of the initial landing, had subsequently struck the horizontal stabiliser. The aircraft suffered no other significant damage.