

AAIB Bulletin No: 10/93

Ref: EW/G93/09/01

Category: 1.3

Aircraft Type and Registration: Cessna 172N Skyhawk, G-BMIG

No & Type of Engines: 1 Lycoming O-320-H2AD piston engine

Year of Manufacture: 1979

Date & Time (UTC): 2 September 1993 at 1635 hrs

Location: Peterborough Sibson Airport

Type of Flight: Private (Training)

Persons on Board: Crew - 1 Passengers - 2

Injuries: Crew - None Passengers - None

Nature of Damage: Lower half of firewall dented and some frames damaged

Commander's Licence: Commercial Pilot's Licence with FI Rating

Commander's Age: 33 years

Commander's Flying Experience: 1,712 hours (of which 490 were on type)
Last 90 days - 215 hours
Last 28 days - 87 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

During the course of a check flight, the pilot was demonstrating a flapless glide approach to Runway 33; the weather was good with a surface wind of 020°/10 kt and the grass surface of the runway was dry. The pilot acknowledged that he made a heavy landing approximately one third of the way into the runway. As the aircraft bounced, he realised that there was insufficient runway left in which to stop and so initiated a go-around. Once airborne, and because of the heavy landing the pilot requested a visual check of the undercarriage. This was inconclusive and as a precaution the pilot asked for the fire tender to standby for his subsequent landing. Following this normal landing the aircraft was stopped at the end of the landing roll and the undercarriage was visually inspected. As there was no obvious signs of damage the pilot taxied the aircraft back to the apron for a subsequent engineering inspection; this inspection disclosed that the aircraft had suffered some damage.

The pilot stated that the cause of the accident was that his airspeed was slower than normal and that he was higher than normal over the runway. However he also believed that he encountered some windshear which may have compounded the situation.