

BULLETIN CORRIGENDUM

The following report was inadvertently omitted from the AAIB Bulletin 8/1999, it is reproduced below and the website will be amended accordingly.

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| AAIB Bulletin No: 8/99 | Ref: EW/G99/05/04 | Category: 1.3 |
| Aircraft Type and Registration: | Reims Cessna F150M, G-BDSL | |
| No & Type of Engines: | 1 Continental O-200-A piston engine | |
| Year of Manufacture: | 1977 | |
| Date & Time (UTC): | 1 May 1999 at 1500 hrs | |
| Location: | Netherthorpe Airfield, Nottinghamshire | |
| Type of Flight: | Private | |
| Persons on Board: | Crew - 1 | Passengers - 1 |
| Injuries: | Crew - None | Passengers - None |
| Nature of Damage: | Damage to nose landing gear, engine bulkhead, mounting, cowl and propeller | |
| Commander's Licence: | Private Pilot's Licence | |
| Commander's Age: | 34 years | |
| Commander's Flying Experience: | 103 hours (of which 94 were on type) Last 90 days - 1 hour Last 28 days - 1 hour | |
| Information Source: | Aircraft Accident Report Form submitted by the pilot | |

The pilot reported that he was carrying out a practice circuit. The approach was slightly low and slightly fast. At the flare, the aircraft climbed and the pilot reacted by pushing the control column forward to lower the nose. This caused the aircraft to touch down nose first and bounce. Again, the pilot pushed the stick forward and again landed on the nosewheel causing failure of the nose leg. The aircraft came to rest to the right side of the runway.

The pilot considered that, in these circumstances, a go-around should have been executed before the aircraft touched down on its nosewheel.