

# Reims Cessna FA152, G-BFZU

## AAIB Bulletin No: 3/98 Ref: EW/G98/12/16 Category: 1.3

<b>Aircraft Type and Registration:</b>	Reims Cessna FA152, G-BFZU
<b>No &amp; Type of Engines:</b>	1 Lycoming O-235-L2C piston engine
<b>Year of Manufacture:</b>	1979
<b>Date &amp; Time (UTC):</b>	28 December 1997 at 1520 hrs
<b>Location:</b>	Shoreham Airport, West Sussex
<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>	Damage to nose gear strut; propeller tips bent and engine shockloaded
<b>Commander's Licence:</b>	Private Pilot's Licence
<b>Commander's Age:</b>	63 years
<b>Commander's Flying Experience:</b>	84 hours (all on type) Last 90 days - 3 hours Last 28 days - 1 hour
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

Returning to Shoreham after a local flight, the pilot was cleared for a straight-in approach to Runway 21; the weather was good and the surface wind was 270°/10 to 12 kt. When G-BFZU was established on finals, ATC requested that the pilot carry out a right hand orbit because of other traffic. Following this orbit, the aircraft was re-established on finals. The final approach was normal but the landing was 'heavy', albeit on the main gear, and the aircraft 'bounced'. The pilot made what he described as a slight over correction and G-BFZU porpoised three or four times before the nose gear partially collapsed. However, the pilot retained directional control and was able to taxi off the runway before he brought the aircraft to a halt and secured the engine.

The pilot stated that his work load in the circuit was high with a lot of radio messages and other aircraft were backtracking the active runway. Furthermore, a combination of the crosswind and his

orbit caused him to apply power and climb which then left him in a final approach position which he found slightly unusual.