

# Reims Cessna FRA150L, G-BEOY

## AAIB Bulletin No: 5/98 Ref: EW/G98/02/03 Category: 1.3

<b>Aircraft Type and Registration:</b>	Reims Cessna FRA150L, G-BEOY
<b>No &amp; Type of Engines:</b>	1 Rolls-Royce O-240-A piston engine
<b>Year of Manufacture:</b>	1972
<b>Date &amp; Time (UTC):</b>	6 February 1998 at 1615 hrs
<b>Location:</b>	Crowfield Airfield, Suffolk
<b>Type of Flight:</b>	Private
<b>Persons on Board:</b>	Crew - 1 - Passengers - 1
<b>Injuries:</b>	Crew - None - Passengers - None
<b>Nature of Damage:</b>	Damage to nose landing gear, engine, propeller and cowling
<b>Commander's Licence:</b>	Private Pilot's Licence
<b>Commander's Age:</b>	40 years
<b>Commander's Flying Experience:</b>	125 hours (of which 124 were on type) Last 90 days - 2 hours Last 28 days - 1 hour
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

The pilot was returning to land at Crowfield after a local flight. The pilot made an overhead rejoin in order to observe the windsock and elected to make an approach to the grass Runway 31. The pilot noted that the speed was higher than normal at the flare. The aircraft touched down and bounced but the nose wheel collapsed on the third bounce. The aircraft came to rest on its main wheels with its nose on the runway. Both occupants vacated the aircraft by the normal means.

With hindsight, the pilot believed that he had misread the windsock and that there was a tailwind component on Runway 31. He commented that he should have executed a go around in order to reassess the situation and to reposition the aircraft for an approach to Runway 13.

The pilot's report indicated that the surface wind was from 060° to 090° at 8 to 10 kt, but an aftercast from the Meteorological Office reported that the surface wind at the time was from 200° at 15 kt.