

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Cessna 152, G-BNUS	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-235-L2C piston engine	
<b>Year of Manufacture:</b>	1982	
<b>Date &amp; Time (UTC):</b>	9 May 2009 at 1605 hrs	
<b>Location:</b>	Clacton Airfield, Essex	
<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 the nose landing gear, propeller and firewall	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	34 years	
<b>Commander's Flying Experience:</b>	115 hours (of which 50 were on type) Last 90 days - 12 hours Last 28 days - 4 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot, Occurrence Report submitted to the CAA by the airfield manager and subsequent AAIB enquiries	

### Synopsis

A bounced landing led to the collapse of the nose landing gear.

were uninjured, vacated the aircraft normally after it had come to a stop and been shut down. There was no fire.

### History of the flight

The pilot reported that he landed on grass Runway 18 in good weather and a surface wind of less than 5 kt. He reported holding the nose landing gear off the runway as, in his opinion, the surface was "rough". As he lowered the nosewheel the aircraft passed over a public footpath that crosses the runway, 180 m from the threshold. The pilot reported that there was a loud thump and the nose of the aircraft dropped as the nose landing gear collapsed. The pilot and passenger, who

### Airfield operator's inspection

The morning after the accident a runway inspection was carried out by the airfield operator. This showed a single mark, consistent with the nose landing gear, 10 m before the footpath then no ground marks for 38 m until all three landing gear appeared to have contacted the runway, with some evidence of scuffing by the nose landing gear, suggesting it had partially collapsed. A further 10 m on there were marks from all three landing

gear, and the propeller, on the runway surface. The marks then continued to the point where the aircraft had stopped. There had been no aircraft movements in the time between the accident and the inspection, and the operator commented that the runway, including the footpath, was inspected daily.

#### **CAA Aerodrome Standards**

CAA Aerodrome Standards confirmed that Clacton is a licensed airfield, that the runway is considered fit for

purpose with the runway to footpath transition being appropriately managed.

#### **Comment**

The ground marks recorded by the airfield operator are indicative of a bounced landing leading to the collapse of the nose landing gear.