

## Cessna 172S Skyhawk, G-UFCF

<b>AAIB Bulletin No: 11/2003</b>	<b>Ref: EW/G2003/08/29</b>	<b>Category: 1.3</b>
<b>Aircraft Type and Registration:</b>	Cessna 172S Skyhawk, G-UFCF	
<b>No &amp; Type of Engines:</b>	1 Lycoming IO-360-L2A piston engine	
<b>Year of Manufacture:</b>	2003	
<b>Date &amp; Time (UTC):</b>	1 August 2003 at 1645 hrs	
<b>Location:</b>	Newtownards Airport, Runway 22 approximately mid point	
<b>Type of Flight:</b>	Training	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Propeller tips, buckling to cockpit floor and damage to fire wall	
<b>Commander's Licence:</b>	Private Pilot's Licence (Group D), Student pilot (Group A)	
<b>Commander's Age:</b>	57 years	
<b>Commander's Flying Experience:</b>	270 hours (of which 17 were on type)	
	Last 90 days - 18 hours	
	Last 28 days - 1 hour	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The pilot learnt to fly on weight-shift microlights and later converted to fly three-axis microlights. In early 2003 he began a course to obtain a PPL(A) licence on single engine piston aircraft and, by the time of the accident, had flown about 17 hours on a Cessna 172.

The accident flight was the pilot's second solo on type and had been immediately preceded by a session of circuit training with an instructor. The weather for the flight was fine with good visibility and a light surface wind aligned down the runway. On the first landing the aircraft was seen to flare vigorously and 'balloon' before landing and bouncing along the runway several times. During one of the touchdowns the propeller was seen to strike the ground. The pilot applied full power and raised the flaps to carry out a go-around. During the go-around, it became obvious that the aircraft performance had been affected and so the pilot declared a MAYDAY and flew a low-level circuit to an uneventful landing. Inspection of the aircraft revealed damage to the propeller, firewall and fuselage floor.

In his report the pilot stated that, instead of maintaining the landing attitude, he had lowered the nose after the bounced landing. His instructor raised the possibility that the pilot had reverted to weight shift microlight techniques during a moment of stress.