

ACCIDENT

Aircraft Type and Registration:	Cessna 152, G-BIDH
No & Type of Engines:	1 Lycoming O-235-L2C piston engine
Year of Manufacture:	1981 (Serial no: 152-80546)
Date & Time (UTC):	27 August 2017 at 1425 hrs
Location:	Beverley Airfield, East Riding of Yorkshire
Type of Flight:	Training
Persons on Board:	Crew - 1 Passengers - None
Injuries:	Crew - None Passengers - N/A
Nature of Damage:	Damage to nose landing gear, engine cowling and propeller, and engine shock-loaded. Windsock pole knocked down
Commander's Licence:	Student Pilot
Commander's Age:	27 years
Commander's Flying Experience:	22 hours (of which 22 were on type) Last 90 days - 5 hours Last 28 days - 4 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

Synopsis

After touchdown a student pilot was unable to prevent his aircraft veering off the runway and hitting a pole supporting the airfield's windsock.

History of the flight

The aircraft was being flown by a student pilot who had earlier completed three satisfactory landings accompanied by an instructor and then one satisfactory, solo 'full-stop' landing. Following a further takeoff and circuit the student made an into-wind approach for a touch-and-go landing on the dry, grass runway. He judged his approach and touchdown to be better than those he had previously completed but, once all three wheels were on the ground, the aircraft veered left. The student reported that he responded by applying right rudder and increasing power; in preparation for takeoff. However, he could not prevent the aircraft from departing the runway to the left and travelling across an adjacent area of long grass. He applied the brakes and thought that he reduced power but the aircraft did not stop until it collided with a windsock pole and the propeller detached. The student turned off the fuel and the electric master switch before exiting the aircraft, which had pitched nose-down (Figure 1).



Figure 1

The aircraft in its resting place with the detached propeller on the ground to the left (photograph courtesy of Hull Aero Club Ltd)

The instructor witnessed the accident from the clubhouse where he was operating the air/ground radio. He thought the student's landing was good but then saw the aircraft veer off the runway. He made a radio call instructing the student to reduce power but the student had no recollection of hearing this transmission and the instructor watched as the aircraft hit the windsock pole.

Aircraft inspection

The operator discovered that the left nose leg support strut had broken and suggested this may have caused the pilot to lose directional control. However, it is also possible that this occurred when the aircraft collided with the pole. The right arm of the nosewheel fork had fractured and this appeared to be a direct result of the impact. The operator reported that the throttle was found to be fully open, while the damage to the pole was consistent with the propeller striking the pole at a high power setting, causing all six threaded inserts on the crankshaft flange to be torn out as the propeller detached.