

ACCIDENT

Aircraft Type and Registration:	Cessna 152, G-BOLW
No & Type of Engines:	1 Lycoming O-235-L2C piston engine
Year of Manufacture:	1977 (Serial no: 152-80589)
Date & Time (UTC):	29 March 2018 at 1100 hrs
Location:	Beccles Airfield, Suffolk
Type of Flight:	Private
Persons on Board:	Crew - 1 Passengers - None
Injuries:	Crew - None Passengers - N/A
Nature of Damage:	Damage to nose landing gear and propeller; possible shock-loading of engine
Commander's Licence:	Private Pilot's Licence
Commander's Age:	71 years
Commander's Flying Experience:	350 hours (of which 257 were on type) Last 90 days - 3 hours Last 28 days - 2 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

Synopsis

While landing, the aircraft bounced and then contacted the ground in a nose-down attitude, causing damage to the nose landing gear and propeller.

History of the flight

Following a flight from Southend Airport, the pilot approached the concrete Runway 27 at Beccles Airfield, Suffolk, in good weather conditions and with a light crosswind from the left. Once established on final approach, the pilot realised the aircraft was too high, so he went around and re-positioned the aircraft for a second approach. He achieved a better approach angle at the second attempt, but was still higher than he should have been, and elected to steepen the approach by making a late selection of full flaps.

It is probable the aircraft's rate of descent then increased, because it landed heavily and bounced, before contacting the runway a second time, in a nose-down attitude. This caused the nose landing gear to partially collapse while both propeller blades struck the surface (Figure 1), before the aircraft came to rest in soft ground to the right of the runway. After turning the fuel and electrics off, the pilot opened the passenger door and vacated.

The pilot assessed that he mis-judged both approaches but, on the second attempt, he became over-confident and continued, rather than initiating another go-around. Due to the

late selection of full flap, the aircraft's rate of descent probably increased but the pilot was unaware of this while flaring to land.



Figure 1

G-BOLW with the nose landing gear angled rearwards and the propeller tips bent

One contributory factor noted by the pilot, was that he had not gained any recent practice of recovering from a bounced landing, while accompanied by an instructor. Indeed he had been unable to fly for several months and, although he regained his recency as a pilot by flying with an instructor, this took place at Southend, which has a large runway equipped with approach lighting. In hindsight, he ought to have completed some circuits at an airfield with smaller runways, such as Beccles, while flying with an instructor.