

ACCIDENT

Aircraft Type and Registration:	Cessna 172N, G-BUJN	
No & Type of Engines:	1 Lycoming O-320-H2AD piston engine	
Year of Manufacture:	1979 (Serial no: 172-72713)	
Date & Time (UTC):	30 July 2020 at 1520 hrs	
Location:	Coventry Airport	
Type of Flight:	Private	
Persons on Board:	Crew -1	Passengers -1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Nose landing gear collapsed, propeller and structural damage	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	50 years	
Commander's Flying Experience:	119 hours (of which 5 were on type) Last 90 days - 2 hours Last 28 days - 2 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

After joining a busy circuit at Coventry Airport, the pilot maintained a height of 1,000 ft. After turning onto the final approach, the pilot observed that the aircraft was high on the approach path. The pilot continued the approach believing that, making use of the length of the runway a successful landing was possible. Late in the approach the aircraft experienced an updraft, but the approach was continued. The aircraft then descended rapidly, struck the runway and the bounced three times before the nose landing gear collapsed.

History of the flight

The aircraft was abeam Gloucester Airport (Staverton) when the passenger started to feel unwell. The pilot decided to curtail the flight and return to Coventry Airport. The circuit was busy when the aircraft arrived at Coventry Airport. The pilot reported that he was visual with several aircraft in the circuit including a helicopter to the left of the Cessna and at the same height and a twin-engine aircraft that was turning onto the base leg. The pilot maintained a height of 1,000 ft, and when he turned onto the final approach four white lights were visible on the PAPI and the twin-engine aircraft was carrying out a touch-and-go on the runway. The pilot asked ATC if he should "go-around" but was told that he could land at his discretion. He decided to continue the approach "knowing that Coventry was a long runway and with all the traffic it was better to be high than low". Approaching the runway, the aircraft experienced an updraft from a local road feature, but with "reds starting to appear on the

PAPI” the pilot continued the approach as he thought that the landing would be successful. He recalled adjusting for a wind from the left before the aircraft descended rapidly, hitting the runway and bouncing. Eyewitnesses reported that the aircraft bounced three times and the nose landing gear collapsed. The aircraft came to rest with the engine running; both occupants were uninjured.

The pilot considered that he was too high on the approach and overloaded with the workload in the circuit. He believed that, in hindsight, he should have gone around to give himself more time.