

No: 1/91

Ref: EW/G90/11/01

Category: 1c

**Aircraft Type and Registration:** Cessna 152, G-BHAA

**No & Type of Engines:** 1 Lycoming O-235-L2C piston engine

**Year of Manufacture:** 1978

**Date and Time (UTC):** 1 November 1990 at 1425 hrs

**Location:** Gloucester-Cheltenham (Staverton) Airport

**Type of Flight:** Private

**Persons on Board:** Crew - 1 Passengers - None

**Injuries:** Crew - None Passengers - N/A

**Nature of Damage:** Pin at top of nose leg sheared, propeller tips grazed, fuselage buckled near firewall, wing distorted near wing/strut attachment, slight distortion of tail empennage

**Commander's Licence:** Student Pilot's Licence

**Commander's Age:** 48 years

**Commander's Total Flying Experience:** 62 hours (all on type)

**Information Source:** Aircraft Accident Report Form submitted by the pilot

The aircraft was engaged on a training flight from Shobden to Staverton and return. At Staverton it landed on runway 27 in a surface wind of 290°/15 kt. The aircraft touched down heavily and the pilot decided to go round again. The second landing was normal.

The pilot reported that when she inspected the aircraft before departure she saw that the nose oleo seemed to be flat. Attributing the unusual appearance of the nose oleo to the fact that the aircraft was parked on sloping ground, she started up and returned to Shobden, where she carried out a normal landing. It was later found that the aircraft had sustained substantial damage.

The pilot thought that some of this damage might have been caused in a previous heavy landing that she had observed some weeks earlier. The operator, however, advised the AAIB that the aircraft had undergone a heavy landing check following the previous heavy landing and no damage had been found.