

## Cessna 152, G-BMMM, 24 May 1998 at 1640 hrs

**AAIB Bulletin No: 8/98 Ref: EW/G98/05/32      Category: 1.3**

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

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

**Year of Manufacture:** 1981

**Date & Time (UTC):** 24 May 1998 at 1640 hrs

**Location:** Biggin Hill Airport, Kent

**Type of Flight:** Private

**Persons on Board:** Crew - 1 - Passengers - 1

**Injuries:** Crew - None - Passengers - None

**Nature of Damage:** Nosewheel collapsed

**Commander's Licence:** Private Pilot's Licence

**Commander's Age:** 39 years

**Commander's Flying Experience:** 124 hours (of which 36 were on type)  
Last 90 days - 3 hours  
Last 28 days - 3 hours

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

The pilot rented the aircraft for a trip to Southend and back to Biggin Hill. The weather was fine with a north-easterly surface wind of about 10 kt. The flight to Southend, the landing there and the return flight were all uneventful until the touchdown at Biggin Hill. On finals to tarmac Runway 29 the surface wind was 300°/10 kt and the approach proceeded normally. During the landing the pilot felt the mainwheels touchdown before he deliberately lowered the nosewheel. As it touched down he immediately experienced directional control difficulties. Instinctively he pulled back on the control column to raise the nosewheel off the runway whereupon the aircraft ballooned into the air. When the mainwheels touched down once more, the aircraft was no longer aligned with the runway and it ran off the side onto the grass. The nosewheel collapsed, the propeller struck the grass and the aircraft stopped very quickly. The pilot made the aircraft switches safe before he and his passenger vacated the aircraft through the normal exit doors.

The crosswind component on landing was insignificant and the pilot could offer no explanation for the loss of control.