

Cessna 150, G-AWPU

AAIB Bulletin No: 10/2003	Ref: EW/G2003/07/06	Category: 1.3
Aircraft Type and Registration:	Cessna 150, G-AWPU	
No & Type of Engines:	1 Continental O-200-A piston engine	
Year of Manufacture:	1968	
Date & Time (UTC):	10 July 2003 at 1144 hrs	
Location:	Manchester (Barton) Aerodrome, Manchester	
Type of Flight:	Training	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Nose landing gear oleo bent and propeller damaged	
Commander's Licence:	Student pilot	
Commander's Age:	55 years	
Commander's Flying Experience:	37 hours (of which 35 were on type)	
	Last 90 days - 7 hours	
	Last 28 days - 3 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

History of flight

Before departing on his cross-country, the student pilot, who was not familiar with Runway 20 at Barton, carried out two circuits from that runway with his instructor. Having completed his navigation exercise he rejoined the right hand circuit for Runway 20 and on base leg configured the aircraft for landing. The weather at Barton was surface wind 210° to 240° at 10 to 15 kt, with visibility in excess of 10 km and no cloud. Flaps were initially set to 20° at 60 KIAS on the base leg with flap 30° selected on the final approach and the airspeed maintained at 60 kt. The aircraft was lined up on the centreline of the runway and a normal approach made, rounding out above the runway threshold. During the round out, the aircraft moved to the left side of the runway as if caught by a wind from the right but since it was still over the grass runway, the pilot held the aircraft's nose up and allowed the aircraft to sink onto the grass. It touched down heavily and bounced approximately two feet into the air before touching down again, nose landing gear first, which bent the nose leg aft and allowed the propeller to contact the ground, thus stopping the engine. The pilot carried out the shut down drills and vacated the aircraft through the normal exit.

Analysis

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The pilot concluded that after the aircraft bounced he should have applied power and carried out a go-around. He also considered that he might not have kept the nose of the aircraft up high enough after the bounce causing the nose landing gear to contact the ground first on the second touch down.