

# Cessna 120, G-BRPE, 9 November 2002

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Category: 1.3

<b>Aircraft Type and Registration:</b>	Cessna 120, G-BRPE	
<b>No &amp; Type of Engines:</b>	1 Continental Motors Corp C85-12F piston engine	
<b>Year of Manufacture:</b>	1947	
<b>Date &amp; Time (UTC):</b>	9 November 2002 at 1550 hrs	
<b>Location:</b>	South Lodge Farm, Widmerpool, Notts	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 2	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Damage to right wing, tail, engine shock loaded with damage to engine cowlings and propeller	
<b>Commander's Licence:</b>	Private Pilots Licence	
<b>Commander's Age:</b>	58 years	
<b>Commander's Flying Experience:</b>	272 hours (of which 31 were on type)	
	Last 90 days - 23 hours	
	Last 28 days - 6 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

After an uneventful flight from Sandtoft Aerodrome, the pilot established G-BRPE on a westerly approach for a landing on a farm strip at South Lodge Farm. The strip is approximately 600 metres long with a width of about 25 metres. At the eastern end of the strip, there is a flat area before a downslope, estimated to be 1 in 20 over a distance of some 100 metres. From midway, there is then a gentle upslope to the end of the strip near where the hangar is located. The weather was good and the surface wind was as forecast at 190°/4 kt. The pilot was aware that the grass landing surface was wet. He elected to land in a westerly direction because of the location of the hangar and his awareness that a landing in the opposite direction could result in a difficult turn on the wet grass once on the ground.

The landing was heavy, on the downslope, and the aircraft bounced. The pilot thought that the landing was controllable but, towards the middle of the strip, the aircraft pitched forward and the propeller struck the ground. The aircraft turned onto its back and came to rest.

In his review of the accident, the pilot considered that he should have initiated a go-around immediately following the bounce. He also thought that he had been too concerned about making a turn on the wet grass; in hindsight he considered that he should have taken advantage of the upslope and landed in an easterly direction.