

Cessna 152, G-OAFT

AAIB Bulletin No: 1/99 Ref: EW/G98/10/20 Category: 1.3

Aircraft Type and Registration: Cessna 152, G-OAFT

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

Year of Manufacture: 1981

Date & Time (UTC): 23 October 1998 at 1337 hrs

Location: Halfpenny Green Airport, West Midlands

Type of Flight: Private

Persons on Board: Crew - 1 - Passengers - None

Injuries: Crew - None - Passengers - N/A

Nature of Damage: Substantial to nose landing gear, engine mounts and propeller

Commander's Licence: Private Pilot's Licence

Commander's Age: 52 years

Commander's Flying Experience: 85 hours (of which 85 were on type)

Last 90 days - 2 hours

Last 28 days - 1 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

Runway 22 at Halfpenny Green has a downslope of 3 metres over a distance of 640 metres with a significant rise just before the threshold. During the day, the surface wind had been westerly at 15 to 30 kt but during the afternoon it had abated to south-westerly at 5 to 10 kt.

On short finals to Runway 22, the aircraft passed through a rain shower which temporarily obscured the pilot's view of the runway. When the runway reappeared, it was very wet with strong reflections due to the bright sun which was aligned with the runway. The pilot observed that the visual aspect of the runway did not match the glidepath he had chosen but he continued the approach. Just before the intended point of touchdown, the aircraft's main wheels contacted the

rising ground short of the runway threshold and the aircraft bounced, before pitching nose down and landing on its nosewheel on the runway. The nose landing gear collapsed and the aircraft departed the runway coming to rest on the grass.

The Chief Flying Instructor of the school from which the aircraft was hired considered that the accident was the result of a combination of factors, including the runway downslope, a wet windscreen and the strong reflections from the wet runway, leading to the relatively inexperienced pilot being placed in a difficult situation with which he was unable to cope. He also stated that a go-around from the initial bounce may have prevented the accident.