

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Cessna 150D, G-ASMW	
<b>No &amp; Type of Engines:</b>	1 Continental Motors Corp O-200-A piston engine	
<b>Year of Manufacture:</b>	1963	
<b>Date &amp; Time (UTC):</b>	14 July 2009 at 1700 hrs	
<b>Location:</b>	Netherthorpe Airfield, Nottinghamshire	
<b>Type of Flight:</b>	Training	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Nose landing gear leg, firewall, cowlings, propeller, engine frame and mount, shock-loading to engine	
<b>Commander's Licence:</b>	Student pilot	
<b>Commander's Age:</b>	45 years	
<b>Commander's Flying Experience:</b>	60 hours (of which 59 were on type) Last 90 days - 8 hours Last 28 days - 3 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

### Synopsis

The student pilot was carrying out circuits to a grass runway. While landing, the aircraft ballooned slightly and, following an attempted correction, a nose-down touchdown was made. The aircraft bounced, landed again and the nose landing gear collapsed as the brakes were applied.

### History of the flight

The student pilot was practising solo circuits at Netherthorpe Airfield using grass Runway 24. The landing distance available is 370 m (1,220 ft). The weather conditions were clear, with a surface wind from 180° at 5 kt.

The flap was selected to 30° for the landing, the pilot's normal setting. The pilot reported that the approach was a little fast but that she did not consider that it was too fast for the conditions or runway length. As she commenced the flare, the aircraft ballooned slightly and, in attempting to make a correction, the aircraft touched down nosewheel first, bounced and became airborne again before landing normally. As the brakes were applied the nose landing gear collapsed.

The landing performance chart supplied in the aircraft Owner's Manual gives a landing ground roll of 445 ft and a landing distance of 1,075 ft, using flap 40° on a paved dry runway. A note on the chart requires an

extra 215 ft to be added to each figure for a dry grass runway surface. According to the pilot's report the initial touchdown was made approximately half way along the landing runway. Thus, there would not have been much runway length available in which to make any corrections to the landing.