

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Cessna 152, G-BXWC
<b>No &amp; Type of Engines:</b>	1 Lycoming O-235-L2C piston engine
<b>Year of Manufacture:</b>	1983
<b>Date &amp; Time (UTC):</b>	24 May 2007 at 1600 hrs
<b>Location:</b>	Stapleford Airfield, Essex
<b>Type of Flight:</b>	Private
<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 collapsed, propeller damaged
<b>Commander's Licence:</b>	Private Pilot's Licence
<b>Commander's Age:</b>	32 years
<b>Commander's Flying Experience:</b>	87 hours (of which 67 were on type) Last 90 days - 7 hours Last 28 days - 7 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

**Synopsis**

Whilst landing, during a circuit flying detail, the aircraft bounced. On touching down for the third time, the nose landing gear collapsed. The pilot thought that the nosewheel may have struck a mound of earth on the runway, precipitating the first bounce.

**History of the flight**

The pilot had been flying circuits in a flight school aircraft. At the conclusion of his fifth circuit, he landed on the grass section of Runway 04R and later stated that "after approximately 20 ft, the aircraft nosewheel felt like it hit something solid". In his opinion this was "perhaps a mound of earth on the grass part of the runway". This caused the aircraft to become airborne and reach a height of about 10 ft.

He did not attempt to go around from this position because he was concerned about the safety implications of touching down again at approach speed, in the event that the nosewheel had been severely damaged, and considered it safer to attempt to complete the landing. He stated that he "gently held off and attempted to land", but the aircraft bounced again and he found it difficult to control. On touching down for the third time the nose landing gear collapsed, the propeller contacted the ground, and the aircraft came to a halt. The pilot closed the throttle and mixture, switched off the electrical services and vacated the aircraft.

The flight school have stated that there was no mound of earth on the runway, but believe the pilot may have

been referring to a bump or undulation in the surface of the grassed section of the runway.