

**No: 10/91**

**Ref: EW/G91/07/34**

**Category: 1c**

**Aircraft Type and Registration:** Cessna 152 Commuter, G-BGLH

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

**Year of Manufacture:** 1978

**Date & Time (UTC):** 25 July 1991 at 1320 hrs

**Location:** Sleaf Aerodrome, Shropshire

**Type of Flight:** Private

**Persons on Board:** Crew - 1                      Passengers - None

**Injuries:** Crew - None                      Passengers - N/A

**Nature of Damage:** Nose landing gear pushed back into the fuselage, propeller broken, engine mounts broken and considerable damage to the fuselage skin

**Commander's Licence:** Student Pilot

**Commander's Age:** 40 years

**Commander's Flying Experience:** 29 hours (all on type)

**Information Source:** Aircraft Accident Report Form submitted by the pilot

Having discussed with his instructor details of the third solo flight which he was about to make, the student boarded the aircraft and conducted a normal take-off on runway 01. The wind was from 350° at 15 kt and the pilot comments that he allowed this to blow him a little too far downwind, which occasioned a rather long final approach but, otherwise, the circuit was normal.

At 65 kt, with 20° of flap selected, the pilot closed the throttle just before overflying the runway designator numbers and the aircraft landed on them. The touchdown, which is described by the pilot as a little heavy, resulted in a bounce and he pulled back the control column "in order to reduce the airspeed". During the second bounce, he noticed that the ASI read 60 kt and the aircraft tail-scraped during the entry into a very high third bounce. The final touchdown was at a pitch-down angle of about 30°, which broke off the nosewheel and caused the nose of the aircraft to scrape along the runway.

No fire resulted from the impact and the pilot turned off the electrical systems and left the aircraft.