

No: 3/91

Ref: EW/G91/01/05

Category: 1c

Aircraft Type and Registration: Reims Cessna FA152, G-BGLN

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

Year of Manufacture: 1979

Date and Time (UTC): 14 January 1991 at 1237 hrs

Location: Bournemouth International Airport, Dorset

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Engine mount severely buckled, nosewheel broken and right landing gear leg misaligned

Commander's Licence: Student Pilot

Commander's Age: 65 years

Commander's Total Flying Experience: 19 hours (all on type)

Information Source: Aircraft Accident Report Form submitted by the pilot

During solo flying training, when on base leg for landing on runway 08 at Bournemouth, the pilot was asked to delay his approach and so he re-established on an extended finals at 900 feet. The surface wind was 040°/5-12 kt.

With 20° flap and 1700 rpm set, the pilot considered that he needed to reduce power excessively in order to maintain the approach path and so selected full flap. When he had done this, he noticed that the airspeed had dropped to 65 kt, and so increased the engine power. The aircraft crossed the threshold to the right of the centreline with the nose pointing into the wind, which the pilot was unable to correct.

The aircraft landed heavily on first the mainwheels and then the nosewheel and then, according to the pilot, sprung into the air in a tail-high attitude, with the nose rapidly rising. In an attempt to rectify the situation, the pilot pushed the control column forward and then pulled it back in order to arrest the consequent descent rate. The second landing was very heavy and made on the nosewheel, throwing the pilot forward and to the right and causing him to lose his spectacles and headset. Believing that the aircraft was about to repeat the first manoeuvre, the pilot applied full power and established a gentle climb, whilst he recovered his headset and put on his spare spectacles.

Following a left circuit, the pilot made a normal landing and taxied the aircraft back to the flying club.