

AAIB Bulletin No: 9/95

Ref: EW/G95/07/15

Category: 1.3

**Aircraft Type and Registration:** Cessna 152, G-BOYL

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

**Year of Manufacture:** 1980

**Date & Time (UTC):** 21 July 1995 at 0931 hrs

**Location:** Wellesbourne Mountford Airfield, Warwickshire

**Type of Flight:** Private (Training)

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

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

**Nature of Damage:** Substantial to nose landing gear

**Commander's Licence:** Student Pilot

**Commander's Age:** 17 years

**Commander's Flying Experience:** 19 hours (of which 10 were on type)  
Last 90 days - 10 hours  
Last 28 days - 10 hours

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

Following a successful dual training sortie the student pilot was briefed to carry out a further three solo circuits. The weather was fine with good visibility and calm wind conditions. The first circuit and landing were normal, however, on the second approach and landing the pilot flared too late causing the aircraft to bounce. On the second touchdown the aircraft landed nosewheel first and bounced even higher. After several more bounces, nosewheel first, the nose landing gear collapsed and the aircraft slid to a halt coming to rest half way down the 912 metre asphalt runway. The pilot, who was wearing a lap and diagonal seat belt, vacated the aircraft without injury.

The student pilot, who was on his second solo flight, assessed the cause of the accident as incorrect recovery action following a mishandled landing due to his limited experience. The student's instructor reported that on the subsequent dual flight, following a post-accident debrief, the student performed well and did not display any tendency for incorrect recovery action following a mishandled landing.