

ACCIDENT

Aircraft Type and Registration:	Cessna 152, G-BTGX	
No & Type of Engines:	1 Lycoming O-235-L2C piston engine	
Year of Manufacture:	1984	
Date & Time (UTC):	23 March 2011 at 1136 hrs	
Location:	Shoreham Airport, West Sussex	
Type of Flight:	Training	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Propeller, nosewheel	
Commander's Licence:	Student	
Commander's Age:	52 years	
Commander's Flying Experience:	80 hours (of which 10 were on type) Last 90 days - 8 hours Last 28 days - 2 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The Student pilot was carrying out a landing at Shoreham as part of his qualifying cross-country. During the final approach, in benign weather conditions, the aircraft was slightly high so the pilot reduced power. He considered the flare to be normal but recalled a firm touchdown, which caused the aircraft to bounce. He attempted to correct the bounce but the aircraft impacted the ground heavily causing the nosewheel to collapse and the propeller to strike the runway. The pilot, who was wearing a lap and diagonal harness, escaped uninjured.

The pilot reported that had he applied full power after the bounce and gone around, the accident could have been

avoided and that his decision to continue the landing was down to inexperience.

In his candid submission (included in this report for information purposes only), the pilot reported that, after the accident, he discovered that he had misinterpreted paperwork sent to him relating to his medical assessment and he was not actually in possession of a current medical certificate. Guidance material contained in LASORS (a CAA publication detailing essential licensing requirements) states that 'A student pilot must hold a valid Medical Certificate or Medical Declaration (as appropriate to licence sought) before he will be permitted to fly solo.