

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Cessna 152, G-BMSU	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-235-L2C piston engine	
<b>Year of Manufacture:</b>	1978	
<b>Date &amp; Time (UTC):</b>	24 May 2009 at 1215 hrs	
<b>Location:</b>	Sandtoft Airfield, Lincolnshire	
<b>Type of Flight:</b>	Training	
<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, propellor, engine and bulkhead damaged	
<b>Commander's Licence:</b>	Student pilot	
<b>Commander's Age:</b>	53 years	
<b>Commander's Flying Experience:</b>	44 hours (of which 44 were on type) Last 90 days - 23 hours Last 28 days - 7 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

The aircraft was low and slow on the final approach. The subsequent landing was heavy and the aircraft bounced onto its nosewheel. The nose landing gear detached, the propeller struck the ground and the aircraft came to rest on its nose. The student pilot was uninjured.

**History of the flight**

The student pilot had completed four satisfactory circuits with his instructor, in good weather conditions, so the instructor authorised him to carry out his second solo flight. The first solo circuit was uneventful but on the second circuit the approach was low and slow. The student pilot recognised this late on in the final approach and increased power, to maintain height, but

the aircraft landed heavily and bounced. The subsequent landing was on the nose landing gear, which detached allowing the aircraft's propeller to make contact with the runway. The aircraft came to a halt resting on its nose and the pilot vacated it uninjured. There was no fire.

The student pilot considered that the accident was caused by his approach being too low and too slow. The General Aviation Safety Sense Leaflet Number 1e, entitled '*Good Airmanship Guide*', which is published by the CAA, includes the following advice:

*'A good landing is the result of a good approach.  
If your approach is bad, make an early decision  
and go-around. Don't try to scrape in'*

In his honest report, the student pilot concluded that this should have been his course of action.