

INCIDENT

Aircraft Type and Registration:	Cessna 152, G-BNRK	
No & type of Engines:	1 Lycoming O-235-L2C piston engine	
Year of Manufacture:	1984	
Date & Time (UTC):	7 June 2006 at 1325 hrs	
Location:	Blackbushe Airport, Camberley, Surrey	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to nose gear wheel and tyre	
Commander's Licence:	Student pilot	
Commander's Age:	33 years	
Commander's Flying Experience:	32 hours (all of which were on type) Last 90 days - 17 hours Last 28 days - 7 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The aircraft was returning from a navigation exercise, which was part of the training syllabus for the student pilot's Private Pilot's Licence. The approach to land at Blackbushe Airport was flown at a higher than normal approach speed and the aircraft bounced heavily twice, before finally touching down. At some point during the landing the nose wheel tyre detached from the wheel rim and several pieces of the wheel were shed onto the runway.

History of the flight

As part of the training syllabus for a Private Pilot's Licence (PPL) the student pilot had planned a navigation flight from Blackbushe Airport, which included a landing at Kemble Airfield before returning to Blackbushe. The

weather was good, with CAVOK conditions, a light and variable surface wind and a temperature of +24°C. The flight was uneventful, and the landing at Kemble had been normal.

On his return to Blackbushe the pilot joined the left-hand circuit for Runway 25 and positioned onto the final approach, electing to land with two stages of flap selected. As he approached the runway threshold he noted that the airspeed was 70-75 kt instead of the normal 65 kt approach speed. The flare was not sufficient to prevent the aircraft landing heavily and it bounced. The pilot held the column central and as the aircraft descended, he moved the column aft but the aircraft again landed heavily and bounced. The height of the bounce was

estimated to be about 15 ft and the aircraft landed heavily again, but remained on the runway whilst oscillating in yaw several times. The pilot applied the wheel brakes and noticed a vibration through the rudder pedals. He informed ATC that he had landed heavily and suggested that they should carry out a runway inspection. After vacating the runway the pilot shut down the aircraft and carried out an external inspection. He found that the nose wheel tyre had detached from its wheel rim and several pieces of the wheel had broken off. The aircraft was subsequently pushed to the parking area.

The airfield Rescue and Fire Fighting Service recovered several wheel fragments from the runway during their inspection.

Analysis

The pilot considered that the faster than normal threshold speed and insufficient flare caused the initial bounce and at which point he should have initiated a 'go-around' without delay. Not doing so allowed the second bounce before the final heavy touch down and landing roll. He could not identify the point at which the damage to the nose wheel occurred.