

ACCIDENT

Aircraft Type and Registration:	Cessna 152, G-WACF	
No & Type of Engines:	1 Lycoming O-235-L2C piston engine	
Year of Manufacture:	1980	
Date & Time (UTC):	20 August 2007 at 1334 hrs	
Location:	Runway 06, Wycombe Airfield	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Propeller and right wingtip bent, firewall creased and engine shock-loaded	
Commander's Licence:	Student pilot	
Commander's Age:	64 years	
Commander's Flying Experience:	27 hours (of which all were on type) Last 90 days - 13 hours Last 28 days - 6 hours of which two were in command	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The aircraft landed heavily on the nose landing gear, which collapsed allowing the propeller and right wing tip to contact the runway.

The aircraft touched down heavily before bouncing into the air. On the second touchdown the nose landing gear collapsed and the propeller and right wing tip contacted the runway.

History of the flight

The student was flying a circuit consolidation exercise on his fourth solo flight. His previous solo circuits had been carried out using Runway 24, but on this occasion Runway 06 was in use. Prior to flying solo, the student flew three circuits with his instructor, who was satisfied with his performance. The student then flew four circuits without incident, but on the fifth approach he realised that despite having a low power setting he was high and fast, and therefore he lowered the nose to lose height.

The Tower Controller reported that the student had bounced on his four previous solo circuits and on the fifth circuit he was seen to land heavily in a nose-down attitude. As the aircraft bounced back into the air, the controller noticed that the nose leg was bent rearwards, and then collapsed when the aircraft touched the runway for a second time.

The student reported that he had never landed on Runway 06 prior to the day of the accident and he found

that in complying with the noise abatement procedures he had to fly the aircraft closer to the runway than he was used to, which left him higher than normal on the approach. The student was also of the opinion that when he found himself fast and high he should have gone round rather than attempt to land.