

of engine has also been observed to be reluctant to accelerate following very rapid advancement of the throttle from the idling position. Both of these effects lead towards the induction of an over-rich mixture and may combine in leading to poor throttle response.

Aircraft Type and Registration:	Socata Rallye 110ST, G-BKVB
No & Type of Engines:	1 Lycoming O-235-L2A piston engine
Year of Manufacture:	1979
Date and Time (UTC):	20 June 1989 at 1115 hrs
Location:	Biggin Hill Airport
Type of Flight:	Training
Persons on Board:	Crew - 1 Passengers - None
Injuries:	Crew - None Passengers - N/A
Nature of Damage:	Nose leg collapsed, propeller bent, engine shock-loaded.
Commander's Licence:	Student Pilot
Commander's Age:	44 years
Commander's Total Flying Experience:	34 hours (of which all were on type)
Information Source:	Aircraft Accident Report Form submitted by the pilot

After a dual check, the student was briefed to fly circuits and landings on runway 03. The surface wind was 010/5 kt. After the second landing, the aircraft was observed to bounce and touch down again in a nose-down attitude. The pilot has only a sketchy recollection of subsequent events but the instructor saw the aircraft bounce twice more before landing on its nose landing gear, which then collapsed. The pilot was wearing a full safety harness and evacuated the aircraft without injury.