

**ACCIDENT**

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|--|--|-------------------|
| <b>Aircraft Type and Registration:</b> | Cessna 152, G-BGIB   |                   |
| <b>No &amp; Type of Engines:</b>       | 1 Lycoming O-235-L2C piston engine   |                   |
| <b>Year of Manufacture:</b>            | 1979   |                   |
| <b>Date &amp; Time (UTC):</b>          | 19 September 2007 at 1547 hrs  |                   |
| <b>Location:</b>                       | Redhill Airfield, Surrey   |                   |
| <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>               | Nosewheel fork detached from gear leg; damage to nose gear leg and surrounding structure; engine shock-loaded and propeller bent |                   |
| <b>Commander's Licence:</b>            | Student  |                   |
| <b>Commander's Age:</b>                | 48   |                   |
| <b>Commander's Flying Experience:</b>  | 111 hours (of which 111 were on type)<br>Last 90 days - 36 hours<br>Last 28 days - 21 hours                                      |                   |
| <b>Information Source:</b>             | Aircraft Accident Report Form submitted by the pilot   |                   |

**Synopsis**

A student pilot, with only seven hours of solo experience was attempting to land in gusty conditions. The aircraft bounced twice, and the nose gear fork and nosewheel became detached.

**History of the flight**

The student pilot had completed seven hours of solo training. He arrived at the airfield and, after discussing with his instructor, he waited until the 1450 hrs Automatic Terminal Information System broadcast before using that information to decide whether or not the conditions were too gusty to fly. The instructor's brief to the student included dealing with the gusty conditions, and how to deal with bouncing during landing.

The pilot decided he would fly, but if the conditions proved too difficult he would land after the first circuit. The pilot proceeded to complete six 'touch-and-goes' without incident. The seventh approach was normal; the aircraft was lined up for Runway 26R, two stages of flap were selected and the speed was 65 kt as the aircraft crossed the airfield boundary. During the flare the aircraft lost height and bounced twice on the runway, and the nose fork became detached before the pilot could apply power. The nose gear leg dug into the grass and the aircraft came to a stop on the runway ahead of the intersection with Runway 18/36. The pilot was unhurt, and he vacated the aircraft normally.

**Weather**

The actual weather at the time of the accident agreed with the forecast. Visibility was good, it was dry, and the wind was from 240° at 15 kt. However, the wind was variable in strength, and the direction was varying from 190° to 270°.

**Discussion**

The pilot was briefed about the gusty conditions, however it appears that the aircraft encountered a gust too severe for his level of experience.