

## Cessna 152, G-BPBG

<b>AAIB Bulletin No:</b>	<b>10/99</b>	<b>Ref:</b>	<b>EW/G99/07/34</b>	<b>Category:</b>	<b>1.3</b>
<b>Aircraft Type and Registration:</b>	Cessna 152, G-BPBG				
<b>No &amp; Type of Engines:</b>	1 Lycoming O-235-L2C piston engine				
<b>Year of Manufacture:</b>	1981				
<b>Date &amp; Time (UTC):</b>	26 July 1999 at 1341 hrs				
<b>Location:</b>	Inverness Airport, Scotland				
<b>Type of Flight:</b>	Private (Training)				
<b>Persons on Board:</b>	Crew - 1 - Passengers - None				
<b>Injuries:</b>	Crew - None - Passengers - N/A				
<b>Nature of Damage:</b>	Damage to nose landing gear, propeller and left wing				
<b>Commander's Licence:</b>	Student Pilot				
<b>Commander's Age:</b>	24 years				
<b>Commander's Flying Experience:</b>	32 hours (of which 26 were on type) Last 90 days - 4 hours Last 28 days - 4 hours				
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot				

The aircraft was carrying out a solo student training detail, with a left hand circuit pattern for Runway 06. The surface wind was calm. During the first attempt at landing, the aircraft ballooned then touched down heavily and bounced. On the second touchdown, the nose landing gear collapsed and the aircraft came to rest on its nose and left wing tip. Although there was some leakage of fuel, there was no fire and the pilot vacated the aircraft by the left door.

The student pilot, who had just over three hours of solo flying experience at the time of the accident, assessed that insufficient back pressure had been maintained on the control column following the initial bounce.