

## Cessna 150M, G-BFOG

<b>AAIB Bulletin No:</b>	<b>11/98</b>	<b>Ref:</b>	<b>EW/G98/08/11</b>	<b>Category:</b>	<b>1.3</b>
<b>Aircraft Type and Registration:</b>	Cessna 150M, G-BFOG				
<b>No &amp; Type of Engines:</b>	1 Continental O-200-A piston engine				
<b>Year of Manufacture:</b>	1974				
<b>Date &amp; Time (UTC):</b>	8 August 1998 at 1710 hrs				
<b>Location:</b>	Compton Abbas, Wiltshire				
<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>	Substantial to nose landing gear and propeller				
<b>Commander's Licence:</b>	Student				
<b>Commander's Age:</b>	29 years				
<b>Commander's Flying Experience:</b>	29 hours (All on type)				
	Last 90 days - 20 hours				
	Last 28 days - 7 hours				
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot				

During a third solo flight, the student pilot was practising circuits and landings. The first landing was good, but on the second the aircraft landed on all three wheels and the aircraft bounced. Instead of going round in accordance with previous instruction, the pilot lowered the nose in an attempt to keep the aircraft on the ground and the nosewheel struck the runway with sufficient force to detach it from the nose landing gear leg.

The pilot acknowledged having been taught the correct procedure to adopt in the event of a bounce, but that on this occasion the aircraft nose was lowered instinctively.