

ACCIDENT

Aircraft Type and Registration:	Cessna 152, G-BRNK
No & Type of Engines:	1 Lycoming O-235-L2C piston engine
Year of Manufacture:	1977 (Serial no: 152-80479)
Date & Time (UTC):	1 April 2014 at 1555 hrs
Location:	Netherthorpe Airfield, South Yorkshire
Type of Flight:	Training
Persons on Board:	Crew - 1 Passengers - None
Injuries:	Crew - None Passengers - N/A
Nature of Damage:	Damage to nosewheel and propeller, engine shock-loaded
Commander's Licence:	Student Pilot
Commander's Age:	33 years
Commander's Flying Experience:	28 hours (of which 28 were on type) Last 90 days - 5 hours Last 28 days - 1 hour
Information Source:	Aircraft Accident Report Form submitted by the pilot

Synopsis

The student pilot attempted to use control inputs to hasten touchdown after a bounced landing. The aircraft landed heavily on its nose landing gear, which collapsed.

History of the flight

The student pilot flew a dual training exercise with his instructor, during which he practised visual circuits. After this, he flew a solo flight of about 30 minutes, again practising circuits. He then took a break before taking off on a further solo flight, also to practise circuits. The weather was fine, with a surface wind of 5 kt from 100°. Runway 06 was in use.

The pilot reported that he flew a stable approach, but that on landing the aircraft bounced twice before landing heavily on its nose landing gear. The nose leg collapsed and the aircraft was brought to a rest on the runway. The pilot made the aircraft switches safe and vacated through the left hand door. He described feeling a need to land the aircraft in the reducing runway length available, resulting in his moving the control column forward to try to expedite the landing. His instructor commented that, had the pilot selected and held a landing attitude or executed a go-around, then the accident may have been avoided.

AAIB comment

The urge to complete a landing following a bounce or misjudged flare can be strong,

particularly for inexperienced pilots and/or where the available runway is limited. This can result in an inappropriate control input, with a risk of damaging the nose landing gear. For a relatively small bounce where landing distance is not critical, it may be appropriate to hold the landing attitude and await the final touchdown. However, for large or divergent bounces, or where the landing distance available is limited, a go-around should represent the safest course of action. As this may not be the instinctive reaction (particularly for inexperienced pilots) the situation must be thought about beforehand and, if appropriate, thoroughly briefed.