

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Cessna 152, G-BNIV	
<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>	19 March 2012 at 1208 hrs	
<b>Location:</b>	Rochester Airport, Kent	
<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>	Extensive	
<b>Commander's Licence:</b>	Student pilot	
<b>Commander's Age:</b>	49 years	
<b>Commander's Flying Experience:</b>	34 hours (of which 31 were on type) Last 90 days - 5 hours Last 28 days - 5 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

The student pilot lost control of the aircraft while conducting a 'touch-and-go' landing as part of a solo circuit flying exercise. The aircraft bounced a number of times before the nose leg dug into the grass surface and the aircraft overturned.

**History of the flight**

The student pilot was flying solo visual circuits under the supervision of his instructor when the accident occurred. The weather was fine, with a surface wind from about 300° at 5 to 10 kt. Runway 34 was in use, being a grass runway 963 m long with a Landing Distance Available of 773 m. The pilot had already completed 2 hours of solo circuit flying during his training, and had previously flown both dual and solo from Runway 34.

The exercise began with three dual touch-and-go circuits flown with the pilot's flying instructor, during which minor technique points were addressed. These included smooth resetting of flap after landing to reconfigure the aircraft during the touch-and-go. The pilot then commenced his solo circuit exercise. He felt that his circuits were satisfactory in the good conditions, and that his landing point and flap handling after landing benefited from earlier instruction.

The third circuit and landing were similar except that, as the aircraft rolled along the runway after landing and the pilot reset the flaps for takeoff, it encountered a surface undulation and became airborne again. This feature was a known runway characteristic and one

which the pilot had previously dealt with, but on this occasion it caught him unaware. The aircraft bounced a number of times and eventually the nose leg dug into the runway, causing the aircraft to flip forward onto its back. The pilot suffered only superficial grazing and was able to exit through his left window; the left door had suffered damage to its hinges and was initially difficult to open.

The pilot's flying instructor was satisfied with his student's ability to complete the solo exercise safely in the prevailing conditions. From the clubhouse, he observed the pilot's first two approaches. They were made at the correct angle and the pilot appeared to

correct a slightly fast first approach. Both landings were entirely satisfactory. The third approach and landing were similar to the second and also satisfactory. However, the aircraft was then seen to start a short series of minor bounces, at the end of which its nose dug into the ground and it turned over, at fairly low speed.

Flying school personnel who examined the witness marks on the grass runway surface concluded that the aircraft had bounced at least twice, possibly more, and that at least one of the bounce landings was primarily on the nosewheel.