

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Cessna 152, G-BNKS	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-235-L2C piston engine	
<b>Year of Manufacture:</b>	1979 (Serial no: 152-83186)	
<b>Date &amp; Time (UTC):</b>	11 July 2014 at 1250 hrs	
<b>Location:</b>	Sleap Airfield, Shropshire	
<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>	Damage to engine, propeller and nose landing gear	
<b>Commander's Licence:</b>	Student Pilot	
<b>Commander's Age:</b>	64 years	
<b>Commander's Flying Experience:</b>	120 hours (of which all were on type) Last 90 days - 11 hours Last 28 days - 3 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

## Synopsis

Following a normal glide approach from the downwind leg, the student pilot flared the aircraft slightly late, resulting in an early touchdown and bounced landing. After the second bounce, the aircraft pitched nose down before striking the runway nosewheel first, causing damage to the propeller and nose landing gear.

## History of the flight

On the day of the accident, the student pilot was practising for a forthcoming Licence Skill Test. The weather conditions were fine, with a light northerly wind, and Runway 36 was in use. Before the accident flight, the pilot had flown a 40 minute flight with his instructor, practising forced landings. He then took off on a solo exercise to practise glide approaches from the downwind leg.

The pilot flew a go-around from the first circuit, as another aircraft ahead was landing. The second glide approach was successfully flown to a touch-and-go. The third glide approach was normal until the late stages. As the pilot flared the aircraft, it touched down and bounced. There was a second, firmer bounce, after which the aircraft pitched nose down and struck the runway nosewheel first, causing the nose landing gear assembly to collapse. The pilot, who was uninjured, brought the aircraft to a stop on the runway.

The pilot thought that he should have flared a little earlier and allowed excess airspeed to wash off before touchdown. He also noted that a go-around may have been an option after the initial, bounced landing. His instructor observed the landing and reported that it was on all three wheels together at what appeared to be a slightly faster speed than normal, after which the aircraft may have been subject to a pilot-induced oscillation.