

## Cessna 152, G-BOOI

<b>AAIB Bulletin No: 3/2004</b>	<b>Ref: EW/G2003/12/05</b>	<b>Category: 1.3</b>
<b>Aircraft Type and Registration:</b>	Cessna 152, G-BOOI	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-235-L2C piston engine	
<b>Year of Manufacture:</b>	1978	
<b>Date &amp; Time (UTC):</b>	18 December 2003 at 1530 hrs	
<b>Location:</b>	Stapleford Aerodrome, Essex	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Nose landing gear collapsed and slight damage to propeller	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	20 years	
<b>Commander's Flying Experience:</b>	79 hours (of which 79 were on type)	
	Last 90 days - 1 hour	
	Last 28 days - 0 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The pilot was carrying out a circuit on Runway 04L at Stapleford Aerodrome in order to maintain club recency. The runway has a grass surface, 900 metres long by 30 metres wide. The weather conditions were good with the surface wind calm, visibility in excess of 10 km and small amounts of high cloud. Following a normal takeoff the aircraft was positioned downwind where the pilot recalled that the low sun was in her eyes. On the base leg two stages of flap were lowered and the aircraft turned onto the final approach where landing flap was selected. The pilot thought that the aircraft was high on the approach, possibly due to the glare of the sun, causing her to have incorrectly positioned the aircraft and on short finals a go-around was carried out.

On the second approach the aircraft was correctly positioned, stabilised at 60 kt approach speed and fully configured for landing. A normal flare and touchdown were made and for a moment the aircraft rolled along the runway but then suddenly bounced, possibly due to a surface irregularity. Despite the pilot's efforts to maintain control, the aircraft bounced a second time. The pilot instinctively pushed forward on the control column and the aircraft touched down on the nose landing gear first, causing it to collapse and the propeller to strike the runway surface, stopping the engine. The aircraft came to rest and the pilot carried out the emergency shut down drills. Having observed the landing, ATC dispatched the airfield Rescue and Fire Fighting Service but the pilot was able to vacate the aircraft through the normal exit.

Whilst the pilot could not account for why the aircraft bounced, the action of moving the control column forward on the second bounce caused the nose landing gear to touch down first.