

ACCIDENT

Aircraft Type and Registration:	Reims Cessna FA152 Aerobat, G-BGAF	
No & Type of Engines:	1 Lycoming O-235-L2C piston engine	
Year of Manufacture:	1978 (Serial no: 349)	
Date & Time (UTC):	2 June 2014 at 1045 hrs	
Location:	Southend Airport, Essex	
Type of Flight:	Training	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - 1 (Minor)	Passengers - N/A
Nature of Damage:	Damage to propeller, nose landing gear leg, fuselage and both wingtips	
Commander's Licence:	Student	
Commander's Age:	36 years	
Commander's Flying Experience:	27 hours (of which 26 were on type) Last 90 days - 10 hours Last 28 days - 5 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

After successfully completing seven dual circuits immediately preceding the accident flight, the student pilot was flying his first solo circuit to Runway 24 at Southend Airport. The circuit appeared normal until the final stage of the approach where the aircraft was observed to flare too high. A high rate of descent developed that the student pilot did not arrest and the aircraft bounced, following which the student pilot initiated a go-around by applying full power and pulling back on the control yoke. A nose-high attitude developed and the left wing dropped, following which the aircraft struck the grass close to the southern edge of Runway 24 in a left-wing-low attitude. The aircraft's propeller, nose landing gear leg, fuselage and both wingtips were damaged in the accident, but the student pilot was not seriously injured and was able to vacate the aircraft by the right cabin door. The student pilot and his instructor assessed that the accident could have been avoided if the student pilot had conducted a go-around following the initial high flare, rather than allowing the bounced landing to develop.