

ACCIDENT

Aircraft Type and Registration:	Cessna 152, G-BKAZ	
No & Type of Engines:	1 Lycoming O-235-L2C piston engine	
Year of Manufacture:	1979 (Serial no: 152-82832)	
Date & Time (UTC):	14 September 2017 at 1500 hrs	
Location:	Perth Aerodrome, Perthshire	
Type of Flight:	Training	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Propeller strike, engine frame and firewall distortion	
Commander's Licence:	Student pilot	
Commander's Age:	34 years	
Commander's Flying Experience:	61 hours (of which 60 were on type) Last 90 days - 38 hours Last 28 days - 11 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

A student pilot had carried out a short solo cross-country flight and returned to Perth Aerodrome. Just prior to touchdown the aircraft drifted slightly off the centre line, which the pilot attempted to correct but the aircraft landed heavily and bounced. During the landing the aircraft sustained damage to the propeller, engine frame and firewall.

History of the flight

A student pilot had completed a short solo cross-country flight and was returning to Perth Aerodrome. He carried out an overhead join and as he turned onto finals it started to rain which reduced the visibility. He continued with his approach for landing. However, just prior to touchdown, a crosswind caused the aircraft to drift off the centre line, which he tried to correct. The aircraft then landed heavily and bounced. The pilot taxied the aircraft back to the parking area but noted whilst taxiing, that the rudder "was not operating properly". It became apparent the aircraft had sustained a propeller strike and damage had been caused to the engine frame and firewall.

Discussion

The pilot was of the opinion that the wind direction had changed in the "last moments" of his final approach and that "a sudden windshear" unexpectedly increased his rate of descent resulting in a touchdown sooner than he expected.

His instructor had flown twice with the student on the same day including a circuit in a “stiff” crosswind which he considered the student had handled well. The instructor had no doubts about the student’s ability to carry out the flight as planned and had briefed him on the possibilities of variable wind conditions and localised showers. The instructor was of the view that the propeller strike and frame damage had occurred after the bounced landing.