ACCIDENT

Aircraft Type and Registration:	Reims Cessna F152, G-OLEE
No & Type of Engines:	1 Lycoming O-235-L2C piston engine
Year of Manufacture:	1980 (Serial no: 1797)
Date & Time (UTC):	22 January 2019 at 1129 hrs
Location:	Fairoaks Airport, Surrey
Type of Flight:	Private
Persons on Board:	Crew - 1 Passengers - None
Injuries:	Crew - 1 (Minor) Passengers - N/A
Nature of Damage:	Tailfin, rudder, engine, propeller, nose landing gear, and right wingtip damaged
Commander's Licence:	Private Pilot's Licence
Commander's Age:	63 years
Commander's Flying Experience:	136 hours (of which 118 were on type) Last 90 days - 3 hours Last 28 days - 1 hour
Information Source:	Aircraft Accident Report Form submitted by the pilot and subseqeunt enquiries

Synopsis

The aircraft bounced twice on landing and deviated to the left side of the runway, becoming inverted when the nosewheel entered soft ground.

History of the flight

The pilot had hired the aircraft with the intention of conducting circuit practice at Fairoaks Airport. He reported that the weather was CAVOK and the wind was calm. Following the first circuit, the pilot flew an approach to Runway 24 intending to carry out a touch-and-go. After the landing flare, he stated that the main wheels touched down as normal, but the aircraft bounced and briefly became airborne again. A second, more severe bounce followed, during which he reported that the aircraft was lifted by a gust of wind, causing it to come down on the left side of the runway. The aircraft landed heavily on its nose gear, causing it to partially collapse. It then slid towards the runway edge and became inverted when the nosewheel entered soft ground at the side of the runway (Figures 1 and 2). The pilot sustained only minor injuries and exited the aircraft with the assistance of the airport fire and rescue service.

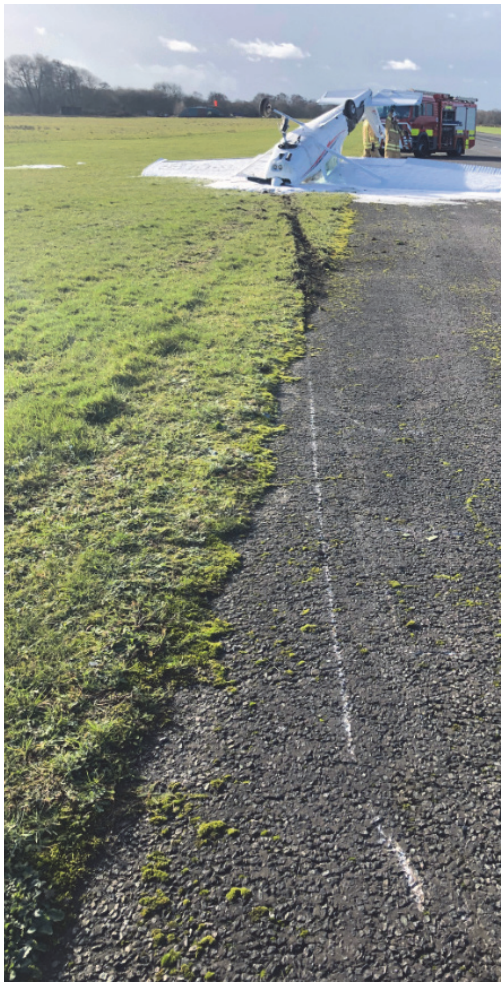

Figure 1

Witness marks on the runway from G-OLEE's nose gear

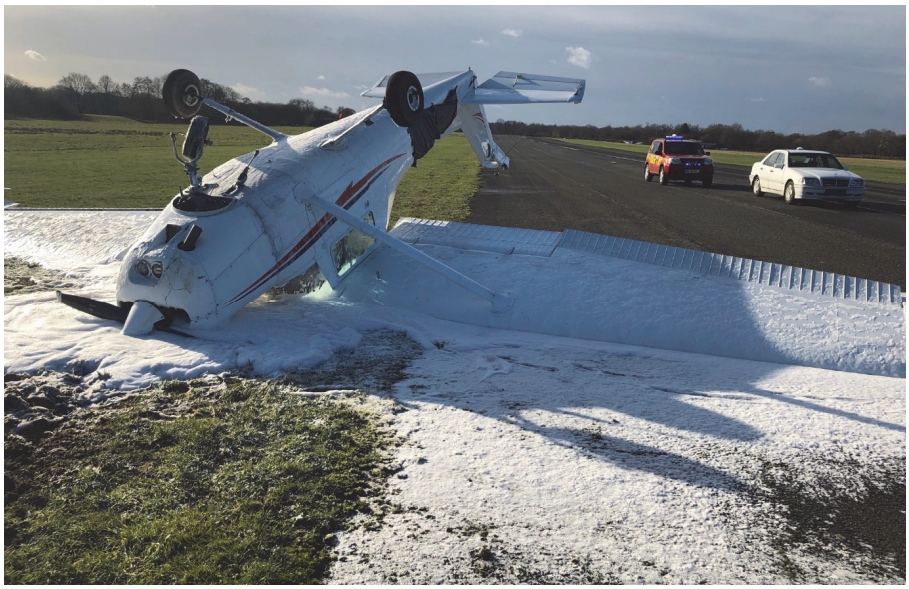

Figure 2

G-OLEE after coming to rest

Discussion

Witnesses in the airport tower reported that no attempt to initiate a go-around was observed after either bounce. The pilot considered that he could have selected full throttle for a go-around but he was unsure how effective this action would have been, as the airspeed had reduced substantially during the second bounce.