

ACCIDENT

Aircraft Type and Registration:	Cessna 152, G-BOKY	
No & Type of Engines:	1 Lycoming O-235-L2C piston engine	
Year of Manufacture:	1978	
Date & Time (UTC):	1 March 2011 at 1244 hrs	
Location:	Old Sarum Airfield, Salisbury, Wiltshire	
Type of Flight:	Training	
Persons on Board:	Crew - 2	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Nose landing gear collapsed, propeller bent, engine cowling damaged	
Commander's Licence:	Commercial Pilot's Licence	
Commander's Age:	62 years	
Commander's Flying Experience:	405 hours (of which 98 were on type) Last 90 days - 6 hours Last 28 days - 4 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

While landing, the aircraft bounced and, on the second touchdown, the nose landing gear collapsed. The aircraft stopped on the runway and the instructor and student pilot vacated it uninjured. Damage was limited to the nose landing gear, the propeller and the engine cowling.

History of the flight

The flight was planned as a navigation exercise, from Bournemouth Airport to Old Sarum Airfield, Wiltshire, with circuit consolidation training to be carried out at Old Sarum. The student pilot had more than 80 hours of previous experience, including solo time.

The weather conditions at Old Sarum at the time of the accident were: surface wind from 040° /10 kt, visibility 10 km, scattered cloud 1,800 ft, broken could 3,100 ft. The flight to Old Sarum was uneventful and, on arrival, permission was obtained from the tower to join the circuit for touch-and-go landings on grass Runway 06.

Two circuits and landings were carried out satisfactorily. On the third circuit the instructor told the student to go around because the aircraft was too high on final approach. The instructor considered that the fourth circuit was acceptable but the aircraft bounced on landing. The student continued with the attempt to land and on the second touchdown the nose landing gear collapsed.

The aircraft ran along the runway on its nose and main landing gear for a short distance before coming to rest at the left hand edge of the runway. Both occupants were uninjured and were able to vacate the aircraft unassisted. The magnetos, master switch and fuel were selected OFF before they left the aircraft.

The instructor commented afterwards that he had not appreciated the severity of the bounce and that he should have been more prepared to intervene. He noted that he may have been influenced by the fact that the student had already undertaken 75 hours of training and that he had flown with her the previous day.