

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Cessna 152, G-BNRK
<b>No &amp; Type of Engines:</b>	1 Lycoming O-235-L2C piston engine
<b>Year of Manufacture:</b>	1984
<b>Date &amp; Time (UTC):</b>	15 September 2007 at 1345 hrs
<b>Location:</b>	Runway 18 at Redhill Aerodrome
<b>Type of Flight:</b>	Training (solo cross-country exercise)
<b>Persons on Board:</b>	Crew - 1                      Passengers - None
<b>Injuries:</b>	Crew - None                      Passengers - N/A
<b>Nature of Damage:</b>	Bent propeller and extensive damage to fuselage, wings and tail
<b>Commander's Licence:</b>	Student pilot
<b>Commander's Age:</b>	53 years
<b>Commander's Flying Experience:</b>	59 hours (all of which were on type) Last 90 days - 9 hours Last 28 days - 3 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

**Synopsis**

The pilot returned to the airfield due to a suspected altimeter error. The aircraft bounced at touchdown and the second touchdown resulted in the aircraft nosing over and coming to rest inverted. There was no fire and the pilot was not injured.

**History of the flight**

The student pilot had prepared fully for a solo cross-country flight from Redhill to Manston. After completing his pre-takeoff checks the pilot took off from Runway 18 (which has a grass surface) at 1344 hrs. The weather was good, with light southerly winds.

Once airborne the pilot checked the altimeter, which

appeared to read zero. He radioed the Redhill tower to confirm the QNH setting and checked that his altimeter was set correctly. Continuing east, towards the Visual Reporting Point (VRP) at Godstone railway station, he became concerned that there might be an error with the altimeter and elected to return to Redhill. He radioed the tower and received instructions that gave him priority for landing, to join left base for Runway 18, as well as the QFE setting.

The pilot carried out pre-landing checks and radio calls before being given clearance to land. After a reasonably normal approach, which ATC considered 'higher than normal', the pilot lowered full flap at 200 ft, the

aircraft rounded out and touched down with a slight bounce and then became airborne again. The aircraft continued along the runway and nosed over after a second touchdown, causing extensive damage. The pilot recalls being concerned with the aircraft's speed and the length of the remaining runway; he considered that he may inadvertently have touched the brakes prior to the second touchdown. There was no fire and the pilot was not injured.

The pilot later considered carefully the lessons that might be learned from his accident. First, he commented that his initial decision to return immediately to Redhill was probably taken too quickly and that he would have done better to have remained airborne longer to "give me more time to settle down". Second, he considered that, after the aircraft bounced on first touchdown, he should have initiated a 'go-around' and not remained focussed on getting the aircraft onto the ground.