

ACCIDENT

Aircraft Type and Registration:	Cessna 152, G-BTDW	
No & Type of Engines:	1 Lycoming O-235-L2C piston engine	
Year of Manufacture:	1978	
Date & Time (UTC):	29 September 2008 at 1129 hrs	
Location:	Runway 25, Carlisle Airport	
Type of Flight:	Training	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Nose landing gear and propeller damaged	
Commander's Licence:	Student	
Commander's Age:	48 years	
Commander's Flying Experience:	43 hours (of which 3 were on type) Last 90 days - 1 hour Last 28 days - 1 hour	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The aircraft touched down and bounced twice on Runway 25 at Carlisle Airport. On the third touch-down the nose landing gear collapsed and the propeller contacted the runway surface. The pilot assessed the cause of the accident as a combination of factors, but not executing a go-around after the first touchdown allowed the accident to occur.

History of the flight

The pilot was undertaking training for his Private Pilot's Licence. He had carried out three dual circuits satisfactorily and was then cleared to fly solo circuits. The weather was good with the surface wind from 270° at 13 kt, visibility in excess of 10 km, a few clouds at

1,000 ft, and scattered clouds at 1,900 ft. A large rain shower was in the vicinity of the airfield.

Having completed a normal circuit, the pilot established the aircraft on the final approach to Runway 25. The aircraft was correctly configured for landing and the approach was flown in a similar manner to the previous approaches. The pilot reported that during the latter stages of the approach the wind became gusty, probably due to the proximity of the rain shower. The pilot stated that the aircraft touched down in what appeared to be a similar fashion to the previous landings. However, the aircraft then became airborne again. He attempted to land the aircraft but the

aircraft bounced again. As the aircraft touched down for the third time the nose landing gear collapsed and the propeller contacted the runway surface. The pilot turned off the electrical and fuel systems and vacated the aircraft through the left door. The Airfield Rescue and Fire Fighting Service attended immediately.

usual aircraft causing the bounce. Despite having been taught to apply full power and go-around from such a situation, the pilot believed that a safe landing was still possible.

Conclusion

The pilot assessed the cause of the accident as a combination of a sudden gust of wind and a lighter than