

AAIB Bulletin No: 11/95

Ref: EW/G95/09/05

Category: 1.3

Aircraft Type and Registration: Cessna 152, G-OIMC

No & Type of Engines: 1 Lycoming O-235-L2C piston engine

Year of Manufacture: 1982

Date & Time (UTC): 4 September 1995 at 1325 hrs

Location: East Midlands Airport

Type of Flight: Private (Training)

Persons on Board: Crew - 1 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Nose landing gear collapsed; propeller damaged beyond repair and engine shock loaded; damage to lower cowlings and cabin floor

Commander's Licence: Student pilot

Commander's Age: 56 years

Commander's Flying Experience: 51 hours (all on type)
Last 90 days - 13 hours
Last 28 days - 4 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The aircraft was doing a touch-and-go landing on Runway 27; the surface wind was 300°/6 kt. The pilot reported that he landed on the mainwheels "with a slight balloon" which he corrected when the wheels next made contact. An oscillation started and he pulled back on the control column to correct this. When he subsequently lowered the nose the nose landing gear collapsed on contact with the runway. The pilot was wearing lap and diagonal upper torso restraint and escaped without injury.

The pilot of an aircraft at the holding point for Runway 27 thought that G-OIMC's speed was too high as the aircraft crossed the threshold, especially in the relatively calm wind conditions. He reported that the aircraft flared at the correct height and flew level with the runway. He described the subsequent landing as firm; the aircraft bounced and then started to "porpoise" down the runway. After 3 to 4 oscillations, it struck the runway in, he estimated a 30° to 40° nose down attitude, and the nose landing gear collapsed.

The Aerodrome Controller reported that the aircraft appeared to land heavily, bounce and subsequently strike the runway in a 45° nose down attitude.

The student pilot's progress through training had been relatively slow and he had only done about two hours solo flying before the accident flight, however, he is considered a keen student who flies regularly.