

## Cessna 152, G-BGIB

<b>AAIB Bulletin No: 10/2003</b>	<b>Ref: EW/G2003/08/32</b>	<b>Category: 1.3</b>
<b>Aircraft Type and Registration:</b>	Cessna 152, G-BGIB	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-235-L2C piston engine	
<b>Year of Manufacture:</b>	1979	
<b>Date &amp; Time (UTC):</b>	5 August 2003 at 1620 hrs	
<b>Location:</b>	Shoreham Airport, Sussex	
<b>Type of Flight:</b>	Training	
<b>Persons on Board:</b>	Crew - 2	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Nosewheel collapsed and propeller damaged	
<b>Commander's Licence:</b>	Commercial Pilot's Licence	
<b>Commander's Age:</b>	48 years	
<b>Commander's Flying Experience:</b>	681 hours (of which 396 were on type)	
	Last 90 days - 48 hours	
	Last 28 days - 15 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

### History of flight

The aircraft was on a training flight with the student pilot flying circuits under supervision and was approaching for a touch-and-go; the student had previously completed this procedure successfully three times during the flight. Late clearance was received by the pilot from ATC for the manoeuvre due to a previous aircraft on the runway. The student and instructor considered and prepared for a go-around but the previous aircraft cleared the runway and G-BGIB continued the final approach which was slightly high and flown at 70 kt. The aircraft touched down half way along the runway; initially the flare was satisfactory but then the student pulled sharply back on the control column, he was advised to "lower the nose a bit" by the instructor. This was performed abruptly by the student and the nosewheel struck the ground causing the aircraft to bounce after which the instructor took control. On the second touch-down the nose landing gear collapsed and the propeller struck the runway.

Damage was sustained to the propeller and the engine bulkhead; the engine was shock loaded and the engine mount was torn; the nose landing gear was bent forwards. The maintenance company conducted a further examination of the airframe to assess fuselage damage.

### Analysis

The student commented that the large nose down pitch rate when he lowered the nose was due to an incorrect trim setting giving a greater nose down movement than he had intended; the trim setting was

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checked after the incident and found to be normally set for landing. It was commented during follow-up enquiries that due to the student being considered proficient, the instructor did not take control as soon as she might have done.