

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Reims Cessna F152, G-BIUM	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-235-L2C piston engine	
<b>Year of Manufacture:</b>	1980	
<b>Date &amp; Time (UTC):</b>	16 November 2007 at 1435 hrs	
<b>Location:</b>	Netherthorpe, South Yorks	
<b>Type of Flight:</b>	Training	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Damage to nose landing gear and engine bulkhead	
<b>Commander's Licence:</b>	Student Pilot	
<b>Commander's Age:</b>	54 years	
<b>Commander's Flying Experience:</b>	73 hours (of which 73 were on type) Last 90 days - 6 hours Last 28 days - 5 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

After completing an approach to Runway 24, the aircraft ‘ballooned’ during the flare and the pilot, a solo student, initiated a go-around. After applying full power, he inadvertently fully retracted the flaps instead of the intended reduction of 10°. The aircraft descended rapidly, landing on its nosewheel, damaging the nose landing gear leg and the engine bulkhead.

**History of the flight**

The pilot, a student completing a solo training exercise, had completed an approach to land on Runway 24, with 30° of flap set. During the flare the aircraft ‘ballooned’ and the pilot initiated a go-around. After applying full power the pilot had intended to retract the flaps by

10° but inadvertently moved the flap selector to 0°. The aircraft descended rapidly and landed on its nosewheel. The aircraft was brought to a halt on the runway and the pilot was uninjured. Later examination showed that the nose landing gear had been damaged, together with the bulkhead to which it attached.

The CFI of the training organisation confirmed that the student would receive additional training in the correct techniques to avoid ‘ballooning’ in the flare, and in how to conduct a low level go-around.