ACCIDENT

Aircraft Type and Registration:	Cessna 152, G-BZWH	
No & Type of Engines:	1 Lycoming O-235-N2C piston engine	
Year of Manufacture:	1978 (Serial no: 152-81339)	
Date & Time (UTC):	10 July 2014 at 1510 hrs	
Location:	Perth Airport, Scotland	
Type of Flight:	Training	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Nose landing gear, left wing and fuselage	
Commander's Licence:	Student	
Commander's Age:	52 years	
Commander's Flying Experience:	55 hours (of which 55 were on type) Last 90 days - 17 hours Last 28 days - 4 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot and his instructor	

Synopsis

During the go-around from a bounced landing, the aircraft stalled at low height and dropped a wing which hit the ground. The aircraft cartwheeled through 360° before coming to rest.

History of the flight

The student flew with his instructor from Aberdeen Airport to Perth Airport and, on arrival, practised circuits to Runway 09 including three touch-and-go landings and one go-around. The student then flew two uneventful solo circuits – his first since his first solo flight in May 2014 – following which he took a break while the aircraft was refuelled.

The student did not want to fly a second solo flight because he did not feel that he had been flying well and had not enjoyed the first solo flight. The instructor reassured him that his earlier circuits had been flown correctly and that his decision-making had been correct, especially in relation to going around when necessary. The student agreed reluctantly to fly a second solo flight and, after the aircraft was refuelled, took off to practise circuits. The reported weather was CAVOK, the temperature was 17°C and the surface wind was from 120° at 5 kt.

During the first circuit, the student "just wanted to get it over with" but decided to go around from the first approach because he considered he was not positioned correctly. During the second approach he "had a mindset that I was definitely landing this time" but on touchdown

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the aircraft bounced back into the air. He pushed the control column forward and the aircraft bounced again. The instructor, who was observing, described the aircraft's motion as "divergent bounces". The student applied power to go around and raised the flap. He heard the stall warning horn, the aircraft yawed to the left, the left wing dropped and hit the ground and the aircraft cart-wheeled through 360° before coming to rest. The student, who was unhurt, vacated the aircraft through the left door.

Human factors

An instructor's judgment is important in deciding when to encourage an inexperienced or under-confident student to fly solo. In this case, it had been approximately two months since the student flew solo for the first time, the weather conditions were good and the instructor encouraged the student to take the opportunity to fly solo circuits.

The student did not wish to fly solo but reluctantly agreed. Following the go-around at the end of the first circuit, this reluctance to be airborne turned into a firm intention to land from the second approach. It is possible that the student's determination to land caused him to push the control column forward after the first bounce, rather than apply power to go around, which seems to have led to a second, higher bounce from which the aircraft did not recover.

Assessment of cause

In his assessment of the cause, the student described a "feeling of losing control" and a "desire to land". The description of the left yaw and left wing-drop indicates that the aircraft stalled during the attempt to go-around. It is possible that raising the flap reduced the airspeed margin above the stalling speed, contributing to the stall.

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