



State Commission on Aircraft Accidents Investigation
SERIOUS INCIDENT 2022/3254
RESOLUTION
of 25 November 2022

Type and model of aircraft:	Aeroplane, Cessna 152
Registration marks:	SP-APT
Date of occurrence:	24 June 2022
Place of occurrence:	Piła landing field (EPPI)

After reviewing the investigation final report provided by the aircraft user, pursuant to Article 135 of The Act of 3rd July 2002 – Aviation Law (with further amendments) and § 18 of the Regulation of Minister of Transport of 18 January 2007 on air accidents and incidents, State Commission on Aircraft Accidents Investigation determined that:

1. The course of the occurrence was as follows:

On 22 June 2022 on the EPPI landing field, the student-pilot performed solo aerodrome circuit flights under his instructor supervision.

The first three flights were normal. During the Touch&Go maneuver in the fourth flight, while setting the flaps for the next take-off, the student did not manage to control the aircraft, which resulted in the aircraft bounce.

The supervising instructor immediately ordered the “go around” procedure. However, the student did not react, pushed the control wheel forward causing the propeller strike as well as the nose wheel touchdown on the concrete runway. The aircraft came to rest with detached nose wheel and damage to its nose leg and propeller.

The student did not suffer any injuries.

2. Cause of the occurrence:

Improper student’s reaction to the aircraft bounce (by pushing the control wheel forward) and hard touchdown on the nose wheel.

3. Contributing factor:

- Low flight experience of the student;

4. The Commission accepted the following preventive measures proposed by the operator:

- the occurrence was discussed in details with the student, with a particular focus correction technique in case of a bounced landing;
- the occurrence is to be discussed with other trainees on current basis;
- circumstances, causes and response techniques to abnormal situations during landings will be a subject of annual safety meeting in the organisation.

5. In addition, the Commission has proposed the following safety recommendations:

Not formulated.

Investigator in charge

SCAAI Chairman

Signatures on original only