No: 3/90 **Ref: EW/G89/12/02** **Category: 1c**

Aircraft Type and Registration:	Cessna 152, G-OIMC
No & Type of Engines:	1 Lycoming O-235-L2C piston engine
Year of Manufacture:	1981
Date and Time (UTC):	9 December 1989 at 1510 hrs
Location:	Hucknall, Nottingham
Type of Flight:	Training
Persons on Board:	Crew - 2 Passengers - None
Injuries:	Crew - None Passengers - N/A
Nature of Damage:	Cracked left main landing gear spat; dents on left wing leading edge and underside; minor damage to left hand elevator horn balance
Commander's Licence:	Basic Commercial Pilot's Licence with IMC, Night and Assistant Instructor Ratings
Commander's Age:	28 years
Commander's Total Flying Experience:	675 hours (of which 570 were on type)
Information Source:	Aircraft Accident Report Form submitted by the pilot

The aircraft was on a training flight from East Midlands Airport, with the student practicing forced landings in the Hucknall area. On the third practice forced landing without power, the student opened the throttle to go around at approximately 5-600 ft agl, but obtained little response from the engine, which was running unevenly. The instructor took control and ran through the restart drill, at the same time sideslipping the aircraft as the initial approach was too high for the selected field, which appeared the only suitable landing site. As the engine seemed to be trying to pick up, he delayed the shutdown drill. At about 200 ft agl the engine surged for 3-4 seconds and died again. At 100 ft agl it picked up and ran at about 1900-2000 rpm, *ie* less than full power. All this had the effect of increasing the risk of colliding with trees in the overshoot area of the selected landing site, and so the instructor decided to attempt a go-around rather than continue with the landing. The aircraft was still in a shallow descent, with the flaps set at 30°. These were progressively raised to 10°, which gave the aircraft a marginal climb rate of 100 fpm. At this point, the instructor's seat slid to the fully aft position, although he managed to retain control of the aircraft. The student shouted a warning and immediately afterwards, some branches brushed under the left wing. Having ascertained there were no further obstructions ahead, the instructor lowered the nose in order to gain speed. Fortunately the engine had by now regained full power, enabling a climb to 2000 ft to be carried out. A handling check revealed no

abnormalities and the aircraft was flown to the nearest airfield, which was Hucknall, for inspection. Following an uneventful landing, it was found that the left wing had sustained 4 or 5 large dents, the left elevator horn balance was slightly damaged, and the left main landing gear spat was cracked.

A ground run revealed no fault with the engine and the carburettor heat control operated normally. The problem with the seat was found to be a broken seat locking pin spring.

A meteorological observation taken at 1520 hrs at East Midlands Airport recorded the temperature and dewpoint to be respectively +6 and +3°C. Reference to an icing probability chart indicated a serious risk of carburettor icing at any power under these conditions.