No: 6/86 **Ref: 1b**

Aircraft type and registration:	Cessna 150E G-ATEG	
No & Type of Engines:	One Continental 0200-A piston engine	
Year of Manufacture:	1965	
Date and time (GMT):	7 March 1986 at 1615 hrs	
Location:	Southend Airport	
Type of flight:	Training	
Persons on board:	Crew — 2	Passengers — None
Injuries:	Crew — None	Passengers — N/A
Nature of damage:	Propeller bent, engine mounting frame broken, left wing tip damaged	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	29 years	
Commander's total flying experience:	413 hours (of which 300 were on type)	
Information Source:	Aircraft Accident Report Form submitted by the pilot, and AIB telecon with the engineering organisation and pilot.	

The aircraft was being used for an instructional navigation exercise in preparation for a solo navigation flight by the student. The take-off, flight and landing at the destination airfield was uneventful. After a refreshment break the student was briefed for a number of circuits and the return flight, with the first circuit being demonstrated by the instructor. The take-off and circuit were accurate ending up with a full flap, no power, landing. The landing was normal and the instructor was at the point of raising the flaps prior to handing control to the student when, with the throttle closed, the aircraft violently swung to the left. Right rudder was applied to correct the left swing and the aircraft then violently swung to the right and left the runway. The nose wheel hit a drainage ditch and collapsed causing the propeller to strike the ground and the fuel line to the engine to fracture. After turning the aircraft's electrics and magnetos OFF the instructor tried to turn the fuel cock OFF but found that it was too stiff to turn and an immediate evacuation was ordered. The airport fire service attended and dispensed foam around the aircraft. Once the fire risk had been minimised the cockpit was entered and the fuel cock selected to OFF with difficulty due to stiffness.

During the aircraft's recovery and subsequent inspection no defect was found with the wheel brake system.

Examination of the nose wheel, oleo and steering gear showed everything to be normal except one of the nose wheel steering rod attachments had failed. Microscopic examination of the failure showed it to have been caused by overload with no evidence of a pre-existing failure present.

Engineering examination of the fuel cock could find no fault except general drying out and stiffness due to lack of use. The owner stated that it was common practice to leave the fuel cock permanently in the ON position.