

## Reims Cessna F150M, G-BGEA

<b>AAIB Bulletin No:</b> 9/2004	<b>Ref:</b> EW/G2004/07/17	<b>Category:</b> 1.3
<b>Aircraft Type and Registration:</b>	Reims Cessna F150M, G-BGEA	
<b>No &amp; Type of Engines:</b>	1 Continental O-200-A piston engine	
<b>Year of Manufacture:</b>	1977	
<b>Date &amp; Time (UTC):</b>	20 July 2004 at 1350 hrs	
<b>Location:</b>	Near Netherthorpe Airfield, Nottinghamshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Fuselage, wings, wing tips and landing gear buckled and bent	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	40 years	
<b>Commander's Flying Experience:</b>	99 hours (of which 71 were on type)	
	Last 90 days - 11 hours	
	Last 28 days - 1 hour	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

### History of the flight

The aircraft was returning to Netherthorpe after a local flight of some 30 minutes. Conditions were good, with no significant weather, a surface temperature of 18°C, 8 km visibility and a surface wind from 150° at 15 kt.

The pilot reported that he had just turned onto base leg for Runway 24 at the circuit height of 800 feet. As usual he applied carburettor heat, reduced power and deployed 20° flap as the indicated airspeed decayed. In order to maintain an airspeed of 65 KIAS he then tried to increase power but the engine did not respond. He selected carburettor heat off (COLD) and pumped the throttle a number of times but the engine did not 'pick up'. The pilot turned onto finals for Runway 24 at about 300 feet and transmitted a MAYDAY message, announcing his intention to make a forced landing onto the active runway as he thought there was still sufficient power to reach the threshold. The engine power decayed further and, with the propeller just windmilling and the aircraft descending rapidly, the pilot attempted a restart. This was unsuccessful and so the pilot made his forced landing into a field previously indicated to him as suitable by his instructors, about 1,000 metres from the threshold.

The ground was uneven and the aircraft landed heavily on the left main landing gear leg, which bent, and then on the nose leg, which failed. The fuselage, propeller and right wing were also extensively damaged as the aircraft came to rest. The airfield emergency team attended promptly as the pilot and his passenger extracted themselves from the aircraft; they assisted the pilot in making the aircraft safe.

## **Discussion**

Because of the damage to the propeller and carburettor, it was not possible to test the aircraft's engine. However, on 'pulling through' the propeller it was found that the engine compressions appeared normal and there was no evidence of internal mechanical damage. The aircraft had been refuelled with over 50 litres of AVGAS before the flight, which left an adequate reserve of fuel in the tanks at the time of the accident.

The pilot commented that he does not have an explanation for the loss of power. He believed that during the flight he had applied carburettor heat according to his training, including during his downwind checks and on starting the descent on base leg. He also commented that, if the engine problem was due to carburettor induction icing, then his reaction promptly to turn the carburettor heat control to off (COLD) in his attempt to restore power, was an error.