No: 7/89 Ref: EW/G89/05/01 Category: 1c

Aircraft Type

and Registration: Reims Cessna F152, G-BHUP

No & Type of Engines: 1 Lycoming O-235-L2C piston engine

Year of Manufacture: 1980

Date and Time (UTC): 17 May 1989 at 1500 hrs

Location: West of Barton Aerodrome, Lancs

Type of Flight: Training

Persons on Board: Crew - 2 Passengers - None

Injuries: Crew - 1 (minor) Passengers - N/A

Nature of Damage: Substantial - to nosewheel, propeller, cowlings and creasing of the

wing roots

Commander's Licence: Private Pilot's Licence with IMC, Night and Assistant Instructor

Ratings

Commander's Age: 27 years

Commander's Total

Flying Experience: 660 hours (of which 350 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot and an AAIB

telephone enquiry

The aircraft had suffered a power loss and a successful forced landing had been carried out on the day prior to the accident. After extensive investigation by the operator's engineers and a protracted and uneventful ground run, the aircraft was flown back to Barton where it was checked and ground run again. The aircraft was then cleared for flight.

On the day of the accident the aircraft had flown for 1 hour 15 minutes on an instructional detail which included climbing, descending, turns, and flight at different speeds. The instructor's next student carried out the pre-flight checks on the aircraft and it took off at 1458 hrs. The flaps were raised at 300 feet AGL and at 500 feet AGL a climbing turn to the right was commenced. Engine rpm suddenly decreased and the instructor decided to carry out a forced landing.

After closing the throttle, switching off the fuel, and lowering 30° of flap, he made a "Mayday" RTF call and carried out a forced landing in the selected field. There was a standing crop in the field reported as about 2 inches high. When the aircraft touched down on its main wheels, they dug into soft earth

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The engine and its associated systems were thoroughly checked and were functioning normally. No trace of water contamination or foreign debris was found in any fuel system component. The maintenance engineers report that the fuel tanks were half full when they arrived at the site, and that the engine has subsequently been run for over an hour connected to an auxillary fuel tank.