No: 8/89 Ref: EW/G89/05/03 Category: 1c

Aircraft Type

and Registration: Reims Cessna F152, G-BHJW

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

Year of Manufacture: 1980

Date and Time (UTC): 5 May 1989 at 1320 hrs

Location: A field North of Gaulby, Leicester

Type of Flight: Training

Persons on Board: Crew - 2 Passengers - None

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

1 (minor)

Nature of Damage: Extensive damage to fuselage, landing gear torn off, minor damage to

tailplane.

Commander's Licence: Private Pilot's Licence with IMC and Full Instructor Ratings

Commander's Age: 49 years

Commander's Total

Flying Experience: 982 hours (of which 800 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot

The aircraft was being used for a dual circuit training exercise. After the completion of two normal circuits, the instructor closed the throttle at about 500 to 600 feet agl on the third climb-out, to simulate an engine failure after take-off. The student lowered the nose, to maintain 60 knots airspeed, and selected a field for landing. This field was at the limit of the aircraft's glide range. During the descent he inadvertently allowed the airspeed to decay and, on recognising this at about 300 ft agl, lowered the aircraft nose. A high rate of descent was allowed to develop. The instructor took control of the aircraft, corrected the pitch attitude and opened the throttle to climb away. The engine failed to respond and continued at low rpm.

It became apparent that the aircraft would not reach the intended field. As the aircraft was rounded out for touchdown in an intervening field, the engine suddenly accelerated to full power. The instructor tried to climb the aircraft over a hedge, but it struck the top of this hedge and crash landed in the field beyond. Both occupants were able to evacuate the aircraft without assistance, despite their injuries.

A meteorological aftercast showed that conditions at the time (Ambient Air Temperature of 20-21°C with a Dew Point of 10-11°C) were favourable to the formation of carburettor icing. Additionally, this type

of engine has also been observed to be reluctant to accelerate following very rapid advancement of the throttle from the idling position. Both of these effects lead towards the induction of an over-rich mixture and may combine in leading to poor throttle response.

Arrenation:

Socata Rallye 110ST, G-BKVB

1 Lycoming O-235-L2A piston engine

(ear of Manufacture:

Date and Time (UTC):

Signi Hill Airport

Training

Crew - I Passengers - None

njuries:

Crew - None Passengers - NA

Nose leg collapsed, propeller bent, engine shock-loaded.

Commander's Licence:

Sudent Filot

Commander's Age:

44 years

Abours (of which all were on type)

After a dual check, the student was briefed to fly circuits and landings on runway 03. The surface wind was 010°/5 kt. After the second landing, the aircraft was observed to bounce and touch down again in a nose-down attitude. The pilot has only a sketchy recollection of subsequent events but the instructor saw the aircraft bounce twice more before landing on its nose landing gear, which then collapsed. The pilot was wearing a full safety harness and evacuated the aircraft without injury.