

## Reims Cessna FRA150L (Modified), G-BABD

**AAIB Bulletin No:** 7/99 **Ref:** EW/G99/03/12 **Category:** 1.3

**Aircraft Type and Registration:** Reims Cessna FRA150L (Modified), G-BABD

**No & Type of Engines:** 1 Continental O-200-A piston engine

**Year of Manufacture:** 1972

**Date & Time (UTC):** 14 March 1999 at 1100 hrs

**Location:** Cromer (Northrepps) Airfield, Norfolk

**Type of Flight:** Private

**Persons on Board:** Crew - 1 - Passengers - 1

**Injuries:** Crew - None - Passengers - None

**Nature of Damage:** Aircraft destroyed

**Commander's Licence:** Private Pilot's Licence

**Commander's Age:** 57 years

**Commander's Flying Experience:** 106 hours (of which 40 were on type)  
Last 90 days - 4 hours  
Last 28 days - 2 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot

Whilst on the base leg for Runway 36 at Cromer the pilot selected flap 40. During the subsequent approach he noticed that the speed was higher than normal but was not sure why. After touchdown the aircraft bounced twice, the nose gear collapsed and the aircraft suffered damage to the propeller, engine and surrounding structure.

Runway 36 has a grass surface, which was damp, and is 493 metres in length with a 1.8% up gradient. The first 20 feet was unusable on the day of the accident and the displaced threshold had been marked. The surface wind was 250°/08 kt, the visibility was greater than 10 km with no significant weather and the cloud was few at 4,000 feet.

The flaps were found to be retracted. In this aircraft the flaps are electrically operated. The flap position is controlled by a switch and this position is mechanically indicated by a pointer. To extend the flaps the flap switch must be depressed and held in the down position until the desired flap setting is reached, the switch is then returned to the centre, power off, position. When flap retraction is required the switch is placed in the up position where it will remain without manual assistance due to an over centre design within the switch. In his report the pilot stated that it was

possible that when flap 40 was selected he inadvertently went through the power off position and selected the flaps up.