

ACCIDENT

Aircraft Type and Registration:	Reims Cessna FA152, G-MPBH	
No & Type of Engines:	1 Lycoming O-235-L2C piston engine	
Year of Manufacture:	1981	
Date & Time (UTC):	10 January 2006 at 1050 hrs	
Location:	Between Nair and Forres, Scotland	
Type of Flight:	Training	
Persons on Board:	Crew - 2	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Top of fin and rudder removed (including beacon)	
Commander's Licence:	Airline Transport Pilot's Licence	
Commander's Age:	67 years	
Commander's Flying Experience:	10,000 hours (of which 5,000 were on type) Last 90 days - 29 hours Last 28 days - 14 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The purpose of the flight was to carry out a training exercise for practice forced landings without power. The practice was started from 3,000 ft agl and, following the successful identification of a landing area and completion of the touch drills, the instructor took control of the aircraft. He continued to fly down to approximately 20 ft agl in order to demonstrate to the student that a successful landing could indeed have been made from the approach. The instructor then carried out a go-around but as he looked ahead he saw a single line power cable in front of the aircraft. He felt and heard the aircraft strike the cable but found that he still had control available. Unable to land ahead he climbed to 500 ft agl and, while he checked that there was no untoward vibration or adverse control response, asked the student to inspect the aircraft for damage.

The student reported that there was some damage to the fin.

The instructor, who was satisfied with the performance of the aircraft, retracted the flaps and proceeded cautiously back to RAF Kinloss, a distance of approximately 10 nm, where the aircraft landed without further incident.

An inspection of the aircraft showed that the upper portion of the fin and rudder, including an aerial and the rotating beacon, had been severed by the wire. An inspection of the site showed that the wire had been cut.

The instructor commented afterwards that the adjacent telegraph poles, which should have given him an

indication that there was a wire ahead, were not visible to him because there were pine trees around them. Since this incident the operator's flying order

book has been amended to the effect that practice forced landings will not be continued below a height of 100 ft agl.