No: 12/88 **Ref: EW/G88/10/09** **Category: 1c**

Aircraft Type and Registration:	Cessna 152 Aerobat, G-BHAD	
No & Type of Engines:	1 Lycoming O-235-L2C piston engine	
Year of Manufacture:	1978	
Date and Time (UTC):	1 October 1988 at 1055 hrs	
Location:	near Sleap Aerodrome, Shropshire	
Type of Flight:	Training	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Right landing gear sheared off. Bent propeller with damage to cowlings and fuselage skin.	
Commander's Licence	Student Pilot	
Commander's Age:	26 years	
Commander's Total Flying Experience:	11 hours (all of which were on type)	
Information Source:	Aircraft Accident Report Form submitted by the pilot and telephone enquiries	

The pilot was practising solo circuits and was taking-off for the third or fourth time. A flap setting of 30° remained selected until at a height of about 200 feet he reduced the flap setting to 20° and at 300 feet all flap was retracted. The pilot states that he retrimmed his aircraft to maintain the climbing attitude but as he turned cross-wind at 600 feet he noticed that he required an increasing amount of back pressure on the control column to maintain level flight. By now the aircraft had descended to 500 feet and the pilot felt that he was unable to prevent further descent although he could detect no sign of malfunction from cockpit indications. He tried to return to the airfield but realised that this would prove impossible at his current rate of height loss. He transmitted a distress message, which was acknowledged by the AFIS, and he selected a field into which he planned to make a forced landing. However, the pilot considered that his speed was too great for a successful landing and so he turned right through 90° towards another field. The aircraft struck a boundary hedge before coming to rest some 50 metres into the field. The pilot was able to exit the aircraft unaided and then returned to complete shut-down checks. He subsequently attributed the requirement for excessive back pressure on the control column to an incorrect trim setting. An aircraft engineer who arrived early on the scene noted that the trim wheel was in the full nose down position. Examination of the aircraft following its recovery revealed no pre-existing defect.