

# Cessna F150L, G-GBLR, 15 January 1996

**AAIB Bulletin No: 4/96 Ref: EW/G96/01/02 Category: 1.3**

**Aircraft Type and Registration:**Cessna F150L, G-GBLR

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

**Year of Manufacture:**1974

**Date & Time (UTC):**15 January 1996 at 1525 hrs

**Location:**Northampton (Sywell) Aerodrome

**Type of Flight:**Private

**Persons on Board:**Crew - 2 Passengers - None

**Injuries:**Crew - None Passengers - N/A

**Nature of Damage:**Substantial heavy impact damage to fuselage, landing gear and engine mountings

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

**Commander's Age:**32 years

**Commander's Flying Experience:**54 hours (of which 53 were on type)

Last 90 days - 2 hours

Last 28 days - 1 hour

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

At 1510 hrs the pilot, inbound from Coventry, called Sywell for joining instructions and subsequently called finals for grass Runway 07. The weather was fine with a calm surface wind, no low cloud and a visibility of 2,000 metres in haze. The grass runway surface was damp but firm though slightly muddy.

The first approach, reported by the airfield local controller as high and to the left of the extended centreline, was discontinued with a go-around due to microlight traffic departing ahead. The second approach was similar to the first but the aircraft continued and touched down very deep into the runway with approximately 280 metres of runway remaining. The pilot reported that the approach had been flown with 20° to 25° of flap with 'carb' heat selected hot. The controller reported that during the subsequent ground roll the aircraft neither decelerated nor accelerated before leaving the runway end.

It then entered an adjacent field of stubble and continued for a further 140 metres before becoming airborne again in a very steep nose up attitude. The aircraft was seen to climb to 70 to 90 feet before it stalled, dropped the right wing and descended to the ground.

The pilot stated that she had in fact initiated a go-around, applying full power and selecting 'carb' heat to cold. During the climb she reported that the aircraft encountered turbulence and began to sink with the right wing dropping. At this stage the passenger, a private pilot with a total of 720 hours and 600 hours on type, took control. The wing drop was recovered but, with insufficient height to clear obstacles ahead, the aircraft was forced landed. The aircraft impacted the ground in a flat attitude, bounced and came to rest upright against a substantial hedge.

The aerodrome fire and rescue service attended the accident to find that the pilot and passenger had vacated the aircraft without injury.

The pilot assessed the cause of the accident as being due to the fact that on encountering the turbulence during the go-around the flap selector had been unknowingly knocked to the fully retracted position.