

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Reims Cessna F152, G-BLWV	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-235-L2C piston engine	
<b>Year of Manufacture:</b>	1981	
<b>Date &amp; Time (UTC):</b>	10 October 2009 at 1000 hrs	
<b>Location:</b>	Hawley Lakes, Hampshire	
<b>Type of Flight:</b>	Training	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - 1 (Minor)	Passengers - N/A
<b>Nature of Damage:</b>	Aircraft damaged beyond economic repair	
<b>Commander's Licence:</b>	Student pilot	
<b>Commander's Age:</b>	38 years	
<b>Commander's Flying Experience:</b>	29 hours (of which 29 were on type) Last 90 days - 13 hours Last 28 days - 4 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

## Synopsis

Whilst on the downwind leg of a solo circuit, the engine rapidly lost power. The student pilot was unable to restore power and conducted a forced landing on an area of heathland. The aircraft struck trees during the landing and was severely damaged, but the pilot escaped with minor injuries and was able to vacate the aircraft unaided.

## History of the flight

The student pilot, with one hour of solo time, had just completed five dual circuits with an instructor and had been briefed to fly up to a further five circuits, solo. On the downwind leg of the second circuit, shortly after completing the downwind checks, the engine rapidly lost power. The pilot reported that he checked the

mixture, carburettor heat, throttle, magnetos and master switch controls, all of which were correctly positioned. He closed and then fully opened the throttle, which produced a slight resurgence in power, but it was only short-lived.

The pilot declared a MAYDAY with ATC and attempted to achieve the best-glide speed before selecting a suitable landing area. He contemplated returning to the airfield but believed he was too far away and was concerned that the approach would have required two descending turns, with an increased risk of stalling and entering a spin. He chose instead an open area of heathland ahead. He overshot the chosen landing site because the aircraft was too fast and too high and continued towards a second

area of open ground that he had identified. The two areas were separated by a narrow gap between trees. As he attempted to fly through the gap, the aircraft collided with the trees, which brought it rapidly to a stop.

Although the aircraft was severely damaged, the cockpit area remained intact and the pilot was able to release his seatbelt. He selected the master switch, magnetos and fuel switch to OFF before vacating the aircraft through his door.

### **Comments**

At the time of writing the aircraft's operator had not been able to determine positively the cause of the loss of

engine power. If any information subsequently becomes available it will be published in an addendum to this bulletin.

The student pilot was faced with a highly demanding situation at a very early stage of his training. He considered that the successful outcome was, in part, due to the advice he had received from his instructors regarding the hazards of attempting turns at low level after an engine failure and the importance of always flying the aircraft.