

# Reims Cessna F150M, G-BCUJ, 24 May 1997

## AAIB Bulletin No: 8/97 Ref: EW/G97/05/14 Category: 1.3

<b>Aircraft Type and Registration:</b>	Reims Cessna F150M, G-BCUJ
<b>No &amp; Type of Engines:</b>	1 Continental O-200-A piston engine
<b>Year of Manufacture:</b>	1975
<b>Date &amp; Time (UTC):</b>	24 May 1997 at 1350 hrs
<b>Location:</b>	Full Sutton Airfield, Near York
<b>Type of Flight:</b>	Private (Training)
<b>Persons on Board:</b>	Crew - 1 - Passengers - None
<b>Injuries:</b>	Crew - None - Passengers - N/A
<b>Nature of Damage:</b>	Damage to windscreen, engine mount, fin and rudder, nose landing gear and wing leading edges
<b>Commander's Licence:</b>	Student Pilot
<b>Commander's Age:</b>	56 years
<b>Commander's Flying Experience:</b>	41 hours (all on type) Last 90 days - 41 hours Last 28 days - 15 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and subsequent telephone inquiries

The student pilot was returning to Full Sutton on the completion of a solo cross-country detail. On short finals, with 20° flap selected he felt he was somewhat low and, at about 100 metres from the grass runway, applied power to adjust his rate of descent. The engine did not respond but he felt he might still just make the runway. However, the aircraft suddenly stopped and flipped onto its back, having landed several metres short of the grass on recently ploughed soft earth. The pilot was uninjured and evacuated the aircraft with the assistance of some agricultural workers.

The pilot's instructor was watching his student's landing and saw the aircraft apparently encounter an area of sink. Expecting to hear an increase in power, he instead saw the propeller stop completely and witnessed the subsequent accident. In a telephone conversation with AAIB, the instructor indicated that he did not feel that the engine failure could have been due to carburettor icing, since he did not believe that the weather conditions were conducive to such a phenomenon. Also, in his

opinion, his student was quite meticulous about his checks and he was sure that carburettor heat would have been applied at the appropriate times. He taught that hot air should be selected after turning downwind and remain selected until very late finals when it should be de-selected in case of a go-around.

AAIB then contacted the student pilot who advised that he had not done a circuit upon arrival, but had opted for a straight-in approach from several miles out, gradually descending at moderate-to-slow speed. When asked about his handling of the carburettor heat controls, he said that he had applied hot air about three times during the flight but felt that this was deselected at about two miles out on long finals. It would appear that, in the absence of the routine imposed by circuit flying, he had regarded the long, shallow approach as subject only to the normal en-route applications of carburettor heat.

Enquiries with the Meteorological Office showed that the weather conditions at the time, with a temperature of +12°C and a dewpoint of +2°C, meant that the aircraft ran a serious risk of carburettor icing at descent power. The organisation repairing the aircraft advised that they have subsequently run the engine without any problems, although they did notice that the lower set of spark plugs appeared somewhat fouled with oil immediately after the accident.