

No: 11/90

Ref: EW/G90/05/31

Category: 1c

**Aircraft Type and Registration:** Reims Cessna F152, G-BFJM

**No & Type of Engines:** 1 Lycoming O-235-L2C piston engine

**Year of Manufacture:** 1978

**Date and Time (UTC):** 17 May 1990 at 1015 hrs

**Location:** Cullerlie, Aberdeenshire

**Type of Flight:** Private (training)

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

**Injuries:** Crew - 2                              Passengers - N/A

**Nature of Damage:** Extreme

**Commander's Licence:** Commercial Pilot's Licence with Instructor rating

**Commander's Age:** 28 years

**Commander's Total Flying Experience:** 2,000 hours (of which 1800 were on type)

**Information Source:** Aircraft Accident Report Form submitted by the pilot and information provided by other agencies

The dual flight was being conducted as a further training detail for a PPL holder wishing to convert his licence to a CPL and, to this end, they were carrying out practice forced landings from 2500 feet down to flare height. The instructor has stated that the Perth flight examiners use flare height for initiating the go-around for test purposes and it seemed prudent to prepare the students for this event.

The aircraft had performed normally during two go-arounds but on the third, following flap retraction from 30° to 20° and the application of full throttle, the aircraft appeared to the instructor neither to be climbing nor accelerating in the expected manner. He therefore took control of the aircraft and slightly lowered the nose in order to regain airspeed which was decreasing. The instructor stated that there was a small wood ahead and high tension cables to his right, forcing him to try to keep the aircraft airborne in the hope of finding another suitable field. However, the left wing dropped and, despite the application of corrective rudder, the aircraft stalled and struck the ground nose first. No fire resulted from the impact and both occupant's safety restraint harnesses withstood the impact.

The instructor is not aware of any reason for the apparent lack of climb performance and subsequent examination of the engine revealed nothing to suggest any pre-impact fault. However, another flying instructor, experienced on the C 152, has since viewed the field in which the aircraft crashed and is of the opinion that it slopes up, in the direction of the go-around, at an angle very similar to the climb gradient of the aircraft in the relevant configuration of weight and flap setting.