

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Reims Cessna F152, G-OSFC	
<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>	24 May 2006 at 1040 hrs	
<b>Location:</b>	200 m short of Runway 22, Stapleford Aerodrome, Essex	
<b>Type of Flight:</b>	Training	
<b>Persons on Board:</b>	Crew - 2	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Substantial damage to nose, engine, propeller, and wingtips. Fuselage fractured aft of rear cabin bulkhead. Aircraft damaged beyond economical repair	
<b>Commander's Licence:</b>	Commercial Pilot's Licence	
<b>Commander's Age:</b>	37 years	
<b>Commander's Flying Experience:</b>	1,025 hours (of which 524 were on type) Last 90 days - 123 hours Last 28 days - 30 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and subsequent AAIB enquiries	

**Synopsis**

The aircraft crashed, whilst on short final approach to the runway, in blustery conditions.

**History of the flight**

As the aircraft returned to land from a navigation training flight, the radio operator at the aerodrome informed the crew that the wind was from 270° at 15 kt, the instructor asked the student to fly an approach to Runway 28. However, the wind then backed to 240° at 20 kt, and the instructor decided that the approach should now be flown to Runway 22. On turning onto the final approach, the instructor told the student to fly at 70 kt, rather than the usual approach speed of 65 kt, the final stage of

flap was then selected. The instructor reported that the student flew a 'very good' approach, and that the speed fluctuated between 60 and 80 kt in the gusty conditions. About 300 m short of the runway, and at 100 ft agl, the aircraft suddenly rolled and yawed to the right, and pitched down. The instructor took control, applied full power, and attempted to recover to normal flight. The aircraft impacted the ground nose first, destroying the nose landing gear and underside of the nose. The aircraft slid along the ground for approximately 25 m before coming to rest upright, with the fuselage broken just aft of the rear cabin bulkhead. There was no fire, and both occupants exited through the aircraft doors.

The instructor commented that the lap and diagonal harnesses had saved both occupants from serious injury.

The instructor reported that he believed the accident happened after:

*'windshear or a down-draft caused by the flow of air over the nearby hangars and trees caused the right wing to stall, and the aircraft to enter a spin to the right'.*

An aftercast from the Met Office stated that:

*'It is clear from both actual reports and radar imagery that a great deal of showery/CB activity lay over south-east and central England at the time of the accident'.*