

Cessna F172E, G-ASPI

AAIB Bulletin No: 1/2003	Ref: EW/G2002/09/22	Category: 1.3
Aircraft Type and Registration:	Cessna F172E, G-ASPI	
No & Type of Engines:	1 Continental Motors Corp O-300-D piston engine	
Year of Manufacture:	1964	
Date & Time (UTC):	25 September 2002 at 1145 hrs	
Location:	Deanland Airfield, East Sussex	
Type of Flight:	Training	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew 1(Serious)	Passengers - N/A
Nature of Damage:	Aircraft destroyed and substantial damage to two buildings	
Commander's Licence:	Private Pilots Licence	
Commander's Age:	60 years	
Commander's Flying Experience:	128 hours (of which 78 were on type) Last 90 days - 26 hours Last 28 days - 8 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The aircraft commenced a normal approach, using full flap, to grass Runway 24 at Deanland Airfield, which is 500 metres long and 27 metres wide. After touchdown, the pilot reported that retardation from the brakes was poor so he decided to apply full power and execute a go-around. The aircraft, however, only climbed to approximately 60 feet before the left wing dropped and the aircraft entered a spin to the left. The left wing hit the ground and the aircraft cartwheeled across the apron, hitting two hangers in the process. Two witnesses to the accident managed, with difficulty, to extract the pilot from the wreckage and although the fuel tanks were ruptured, there was no fire.

Examination of the wreckage showed the flaps were at approximately 40°; the full or nearly fully extended position. This flap setting is normally used for approaches onto short runways but is never used for takeoff. Normal practice when executing a touch and go is to apply full power and reduce the flap setting to a take-off position before getting airborne again.