

Reims Cessna F150L, G-GBLR

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| AAIB Bulletin No: 5/2003 | Ref: EW/G2003/02/02 | Category: 1.3 |
| Aircraft Type and Registration: | Reims Cessna F150L, G-GBLR | |
| No & Type of Engines: | 1 Continental 0-200-A piston engine | |
| Year of Manufacture: | 1974 | |
| Date & Time (UTC): | 8 February 2003 at 1056 hrs | |
| Location: | Coventry Airport | |
| Type of Flight: | Private | |
| Persons on Board: | Crew - 2 | Passengers - None |
| Injuries: | Crew - None | Passengers - N/A |
| Nature of Damage: | Damage to both wing tips, two ribs and tailplane | |
| Commander's Licence: | Commercial Pilot's Licence | |
| Commander's Age: | 31 years | |
| Commander's Flying Experience: | 461 hours (of which 353 were on type) Last 90 days - 7 hours Last 28 days - 5 hours | |
| Information Source: | Aircraft Accident Report Form submitted by the pilot | |

The instructor and student were carrying out a circuit training detail using Runway 23 at Coventry. The weather conditions were fine with good visibility. The surface wind was from 200° at 9 kt, varying in direction between 160° and 240°. The first circuit and approach was intended as a touch and go landing, but resulted in a pilot initiated go-around. The second approach was made using 40° (full) flap. During the final approach and landing phase the airspeed was allowed to become too slow, and the instructor prompted the student several times to correct the situation. However the aircraft continued to fly too slowly and, when over the threshold, the student applied a large rudder input in an attempt to compensate for the crosswind. Following this input, one wing dropped and contacted the runway surface. The instructor took over control and, during his recovery action, the opposite wingtip also contacted the runway before the aircraft was brought under control.

The aerodrome controller, who was observing the aircraft, noticed it manoeuvring erratically before it apparently stalled and dropped the right wing, close to the threshold. He immediately activated the crash alarm and the aircraft was met on the taxiway by the aerodrome fire service. Following an inspection, the aircraft was able to continue taxiing to the parking area.