

AAIB Bulletin No: 5/93

Ref: EW/G93/02/08

Category: 1c

Aircraft Type and Registration: Reims Cessna FRA 150M Aerobat, G-BDEW

No & Type of Engines: 1 Rolls-Royce Continental O-240-E piston engine

Year of Manufacture: 1975

Date & Time (UTC): 20 February 1993 at 1445 hrs

Location: Compton Abbas, Dorset

Type of Flight: Aerial Work (training)

Persons on Board: Crew - 2 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Substantial to nose landing gear, propeller and cowlings

Commander's Licence: Commercial Pilot's Licence with Instrument, Night and Instructor ratings

Commander's Age: 71 years

Commander's Flying Experience: 14,500 hours (of which 5,000 were on type)
Last 90 days - 75 hours
Last 28 days - 30 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The student pilot was undergoing a General Flight Test for the award of a Private Pilot's Licence. The runway in use was 26 with a surface wind of 300°/15-20 kt. While in the flare to land with the throttle closed, the right wing rose to such an extent that the examiner thought it prudent to take control of the aircraft with the intention of executing a go-around. The examiner called "I have control" but the student was reluctant to relinquish control of the throttle. Before the examiner could open the throttle, the left main wheel contacted the runway followed by the nose wheel. At this point, the nose landing gear collapsed and the aircraft came to rest on the runway. The examiner considered that the landing had been firm but by no means heavy.