

Reims Aviation SA Reims Cessna FRA150L, G-BAIL

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| AAIB Bulletin No: 11/2001 | Ref: EW/G2001/09/10 | Category: 1.3 |
| Aircraft Type and Registration: | Reims Aviation SA Reims Cessna FRA150L, G-BAIL | |
| No & Type of Engines: | 1 Rolls-Royce Continental O-240-A piston engine | |
| Year of Manufacture: | 1972 | |
| Date & Time (UTC): | 9 September 2001 at about 1710 hrs | |
| Location: | Hendra Farm, near Bodmin | |
| Type of Flight: | Pleasure | |
| Persons on Board: | Crew - 1 | Passengers - None |
| Injuries: | Crew 1 (minor) | Passengers - N/A |
| Nature of Damage: | Substantial damage to whole airframe. | |
| Commander's Licence: | Private Pilots Licence | |
| Commander's Age: | 60 years | |
| Commander's Flying Experience: | 186 hours (all on type) | |
| | Last 90 days - 2 hours | |
| | Last 28 days - 0 hours | |
| Information Source: | Aircraft Accident Report Form submitted by the pilot | |

The pilot was carrying out a local flight from Bodmin airfield. Prior to the flight the pilot had carried out a full pre-flight check of the aircraft including dipping the fuel tanks which were half full and checking the engine oil, which was sufficient. Approximately 45 minutes into the flight and when on long final approach to Runway 32 at Bodmin airfield, the engine started to misfire. The pilot applied carburettor heat, which did not have any effect. He checked the fuel gauges, which showed fuel in the tanks, the engine temperatures and pressures, which were all normal and that both magnetos were selected ON. The engine ran normally for a few seconds and then began to misfire again when the aircraft was about four miles from the airfield. The pilot transmitted a Mayday call and selected a field ahead in which to carry out a forced landing. The wind was 330°/15 to 20 kt and the pilot realised that although he was at 1,500 feet on the Bodmin QFE, he was not going to make the field selected. He therefore chose a smaller field, which was closer and made his approach with full power selected but the engine still misfiring. The aircraft cleared the

hedge and trees on the edge of the field and touched down on the crest of the rise, which was just beyond the hedge. The aircraft travelled down the steep slope from the crest of the hill with the wheel brakes having little effect due to the damp grass surface. A substantial hedge at the upwind end of the field stopped the aircraft. The pilot made safe the aircraft and exited through the normal door. He was picked up by an Air Ambulance helicopter and taken to Bodmin airfield. Given the steep wooded valleys, the pilot had managed to put the aircraft down in the only available landing area. Following recovery of the aircraft some days after the accident no reason could be found for the misfiring of the engine.