

**No:** 1/89

**Ref:** EW/G88/08/18

**Category:** 1c

**Aircraft Type  
and Registration:**

Cessna 150F, G-ATHV

**No & Type of Engines:** 1 Rolls-Royce Continental 0-200-A piston engine

**Year of Manufacture:** 1965

**Date and Time (UTC):** 27 August 1988 at 1330 hrs

**Location:** Edinburgh Airport

**Type of Flight:** Training

**Persons on Board:** Crew - 1                      Passengers - 1

**Injuries:** Crew - None                      Passengers - None

**Nature of Damage:** Damage to nose landing gear, propeller, engine, left wing and right tailplane

**Commander's Licence:** Private Pilot's Licence with IMC and assistant Instructor's ratings

**Commander's Age:** 32 years

**Commander's Total  
Flying Experience:** 635 hours (of which 580 were on type)

**Information Source:** Aircraft Accident Report Form submitted by the pilot and subsequent AAIB enquiries

Whilst on a training flight from Edinburgh Airport, the pilot became aware of a throttle movement restriction such that the engine would not idle below 2300 rpm. A flapless approach was made to runway 25 at an airspeed of 100 kts. The wind at the time was reported to be 240°/24 kts gusting 36 kts. The aircraft landed heavily and bounced onto its nose landing gear, which collapsed. The aircraft suffered substantial damage, although the occupants were uninjured.

It was subsequently discovered that the end of the throttle cable outer sheath was loose in a "P-clip", which was attached to an L-shaped bracket fixed to the engine oil filter housing. The clamping function of the P-clip is achieved by a nut and bolt. The nut was missing.

The engine of G-ATHV had been exchanged with that of another Cessna 150 some time before the accident. However the throttle cable assembly had been removed with the L-shaped bracket still attached and the P-clip had not been disturbed.