

No: 9/90

Ref: EW/G90/07/13

Category: 1c

Aircraft Type and Registration: Cessna 152, G-BNMD

No & Type of Engines: 1 Lycoming O-235-L2C piston engine

Year of Manufacture: 1979

Date and Time (UTC): 23 July 1990 at 1357 hrs

Location: Churchdown, near Staverton, Gloucestershire

Type of Flight: Private (training)

Persons on Board: Crew - 2 Passengers - None

Injuries: Crew - 1 (minor) Passengers - N/A

Nature of Damage: Aircraft damaged beyond economical repair

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

Commander's Age: 32 years

Commander's Total Flying Experience: 2,791 hours (of which 432 were on type)

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

The pilot was flying a standard circuit to Runway 04 with a surface wind of 030°/10 kts. On base leg the carburettor heat control was set to hot, power was reduced to 1500 rpm and flap was set to 20°. When lined-up with the runway at 65 kts full flap was selected. Shortly after this, the pilot judged that he was high on the approach and closed the throttle to regain the correct approach path. At 300 feet he realised that he was now low on the approach and advanced the throttle but the engine failed to respond. Flap was reduced by 10° and a playing field to the right of track was selected for a forced landing. The throttle was advanced several times but the engine failed to respond. Approaching the intended landing area, the aircraft contacted the top of some trees and the aircraft landed in an allotment short of the playing field. After a short ground roll the aircraft nosed over onto its back. Both pilots' harness' held on impact but the pilot in the right-hand seat sustained minor injuries. There was no fire and both occupants evacuated the aircraft without undue difficulty.

After recovery of the wreckage, a new propeller was fitted and satisfactory engine runs were completed. No fault was found with the engine and the maintenance organisation concluded that the engine had suffered a rich cut due to the high ambient temperature and the use of carburettor heat.