

**No: 10/90**

**Ref: EW/C1171**

**Category: 1c**

**Aircraft Type and Registration:** Reims Cessna FRA150L, G-BBKV

**No & Type of Engines:** 1 Continental O-200-A piston engine

**Year of Manufacture:** 1973

**Date and Time (UTC):** 17 July 1990 at 1755 hrs

**Location:** Skegness (Ingoldmells) Aerodrome, Lincolnshire

**Type of Flight:** Private

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

**Injuries:** Crew - 1 (fatal) Passengers - 1 (fatal)

**Nature of Damage:** Aircraft destroyed

**Commander's Licence:** Private Pilots' Licence with IMC Rating

**Commander's Age:** 27 years

**Commander's Total Flying Experience:** 290 hours (of which 104 were on type)

**Information Source:** AAIB Field Investigation

At the end of the day's flying the aircraft was to be moved from the flight line to overnight parking near the hangar. The pilot booked himself out for a short local flight and told the company operations officer that he would fly a circuit and then park the aircraft at the hangar. He invited a ground employee of the company to accompany him. The aerodrome had no air traffic control service and the air/ground station was not operating at the time.

The aircraft was seen to take-off on runway 11 and turn quickly to the left on to a heading which took it over the aerodrome offices and hangar. After passing the hangar it yawed and rolled to the right before taking up a normal circuit pattern. This manoeuvre was described by an experienced pilot as erratic and unorthodox. About two minutes later the attention of witnesses was drawn to the aircraft by the sound of an engine increasing power and they saw it approaching the centre of the aerodrome from the west at height estimated to be about 100 feet. It then pulled up into a vertical climb on full power. At the top of this climb, estimated to be between 300 and 400 feet, the engine note died away and the aircraft executed a stall turn to the right. As it descended steeply from the stall turn witnesses heard engine power increase and saw the nose begin to rise before the aircraft rolled quickly to the left and hit the ground at an angle of approximately 30 degrees to the vertical. A small fire that started

in the area of the cockpit was quickly extinguished by the aerodrome fire tender which reached the aircraft within one minute of the accident.

Examination of the wreckage at the accident site confirmed that the aircraft had struck the ground in a steep dive on a heading of 180° M. Subsequent examination of the structure and flying controls at the AAIB facility at Farnborough revealed no evidence of any pre-impact failure. An examination of the propeller confirmed that the engine had been delivering considerable power at impact. The aircraft had a valid Certificate of Airworthiness in the Transport Category (passenger) and the aircraft records showed that all the maintenance required to validate the certificate had been carried out.

Post-mortem examination of the pilot revealed no medical condition that could have contributed to the accident.

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