

Reims Cessna F150M,
G-BDZC

Bourn Airfield,
Cambridgeshire

17 October 2016

Accident

Safety Recommendation 2017-013

It is recommended that the Civil Aviation Authority promulgates to flying instructors the need for specific training to highlight the differences between the C150 and C152 flap switch designs. Training should also include the effect on aircraft performance and handling of Flap 40°.

Date Safety Recommendation made:

7 September 2017

LATEST RESPONSE

Response received:

17 November 2017

The CAA accepts this Recommendation. The CAA will publish an article within our aviation safety magazine 'Clued Up' to highlight the differences between the flap system switch design between models of Cessna 150 and 152. We will also publish information within a 'TrainingCom' to highlight this issue to all instructors and examiners. Special emphasis will be paid to the use of Flap 40 and its effect on aircraft performance and handling and that this should be included in future training.

The CAA will publish the article in the next issue of 'Clued Up' by the end of May 2018 and the 'TrainingCom' will be published by the end of March 2018.'

AAIB Assessment – Adequate – Closed

RESPONSE HISTORY

N/A