AAIB Bulletin No: 2/93 **Ref: EW/G92/11/10** **Category: 1c**

Aircraft Type and Registration:	Reims Cessna FA150K Aerobat, G-AXUF
No & Type of Engines:	1 Rolls-Royce Continental O-200-A piston engine
Year of Manufacture:	1970
Date & Time (UTC):	13 November 1992 at 1430 hrs
Location:	Leven, Humberside
Type of Flight:	Private
Persons on Board:	Crew - 1 Passengers - 1
Injuries:	Crew - None Passengers - None
Nature of Damage:	Extensive damage to fin and wing main spar
Commander's Licence:	Private Pilot's Licence
Commander's Age:	66 years
Commander's Flying Experience:	74 hours (of which 71 were on type) Last 90 days - 4 hours Last 28 days - 1 hour
Information Source:	Aircraft Accident Report Form submitted by the pilot and AAIB telephone inquiries of the pilot and club Chief Flying Instructor

The aircraft was being operated on a local flight from Beverley airfield (Linley Hill). After about 45 minutes of flight, the pilot joined the downwind leg of the circuit for a landing on runway 30 and he states that he carried out the normal downwind checks, including the application of carburettor heat. He turned onto base leg, at about 1,100 feet agl, lowered 20° flap and set 1,500 RPM, saying the drill aloud to his passenger. The pilot was then startled by what appeared to be a "bang" external to the aircraft, followed by the engine sounding a "wrong note" and losing power. He turned right to avoid some houses and made several attempts to restart the engine; having failed to do so, he turned to land into what turned out to be a very soft field. The pilot states that he did not manage to "flatten out" sufficiently and the nose wheel first dug into the ground and then separated from the airframe. The aircraft turned over and, as it did so, both cabin doors burst open. As soon as the aircraft had come to rest, both occupants released their harnesses and climbed out.

When the aircraft was examined after the accident, it was found that the fuel and electrical Master switch were still selected ON and that the flaps were in the fully retracted position, although the pilot

recalls having selected 20° flap at the start of the base leg. The propeller had stopped before the aircraft reached the ground and, when an attempt was made to start the engine after the accident, it started and ran entirely normally.

The pilot is unable to suggest a reason for the engine failure and believes that all the cockpit drills had been normal: this had included the carburettor heat control. He believes that the flap switch, of the 'paddle' variety and situated close to the throttle, may have been knocked upwards during his energetic attempts at restarting the engine. In hindsight, and after discussion with the club Chief Flying Instructor (CFI), the pilot considers that the forced landing would have been more successful had he discontinued earlier his attempts to restart the engine and concentrated on the forced landing, with the correct flap setting. The CFI confirms this and stresses the importance of pilots having periodic flight reviews with an experienced instructor, including items such as practice forced landings and the frequent application of carburettor heat during flight.