Reims Cessna F152, G-BXRN

AAIB Bulletin No: 11/2000 Ref: EW/G2000/06/23 Category: 1.3

Aircraft Type and Registration:	Reims Cessna F152, G-BXRN
No & Type of Engines:	1 Lycoming O-235-L2C piston engine
Year of Manufacture:	1979
Date & Time (UTC):	28 June 2000 at 1230 hrs
Location:	Uplowman, Devon
Type of Flight:	Training
Persons on Board:	Crew - 2 - Passengers - None
Injuries:	Crew - None - Passengers - N/A
Nature of Damage:	Aircraft damaged beyond economic repair
Commander's Licence:	Basic Commercial Pilot's Licence
Commander's Age:	41 years
Commander's Flying Experience:	340 hours (of which 312 were on type) Last 90 days - 80 hours Last 28 days - 29 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot and discussions with the maintenance organisation

The aircraft had taken off from Exeter Airport with an instructor and student on board to engage in a stalling/spinning exercise. During its return to Exeter, about 1 mile east of Tiverton, the engine failed and could not be restarted. A Mayday call was transmitted and 7700 selected on the ATC transponder whilst the instructor selected a suitable field for a forced-landing. However, at about 100 feet agl, he realised that the selected field was actually a field of standing cereal crop, as were the surrounding ones. Performing a low-speed landing into the field, the nosewheel dug into the crop and the aircraft inverted.

The two pilots vacated the aircraft without difficulty and with no reported injuries but the aircraft appeared severely damaged. It was recovered to its maintenance organisation where it was examined to ascertain the reason for the engine failure. Upon removal of the air filter and carburettor heat boxes, it was possible to see that a crumpled piece of paper was lodged in the throat of the carburettor, blocking roughly half of the area. When removed, it appeared to be about half of a sheet of A4 paper. It bore no identifying features apart from some red ballpoint pen marks.

The source of the piece of paper remains unknown. Although the maintenance organisation had only just completed a 50-hour check on the aircraft this would not normally, and did not in this case, require removal of any components of the induction system. It appears that the last time when scheduled maintenance could have necessitated such work was on the aircraft's last annual inspection. This had been carried out some 50 flying hours before the failure and had been performed by a different maintenance organisation. A further possibility is that the paper had been lodged in a spare carburettor heat hose later used to replace an in-service defective part. Again there were no indications that such work had been done recently. The paper would seem to have had to remain lodged for some time before being drawn into the carburettor but no other reasons for the sudden stoppage were found.