

## Follow-up Action on Occurrence Report

**ACCIDENT TO REIMS CESSNA F150M, G-BDZC, AT BOURN AIRFIELD,  
CAMBRIDGESHIRE ON 17 OCTOBER 2016**

**CAA FACTOR NUMBER** : F3/2017  
**FACTOR PUBLICATION DATE** : 20 November 2017  
**TYPE OF FLIGHT** : Private  
**CAA OCCURRENCE NUMBER** : 201626261  
**AAIB BULLETIN** : 9/2017

### **SYNOPSIS**

From AAIB Report

The aircraft was seen to take off with 40° flap set. It did not appear to climb and flew at low level above the runway. Approaching a line of trees beyond the end of the runway, the nose pitched up and the aircraft banked left. The left wing dropped and the aircraft descended in a steep nose-down attitude into the ground. The pilot was fatally injured but the passenger survived. The investigation concluded that the pilot had attempted to take off with the flaps unintentionally set to the fully deployed position. The excess drag in this condition prevented the aircraft from climbing.

### **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°.

### **CAA Response**

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.'

**CAA Status – Open**