

No: 2/85

Ref: EW/G84/12/05

Aircraft type and registration: Cessna 150 G-ATUF (light single engined fixed wing aircraft)

Year of Manufacture: 1966

Date and time (GMT): 19 December 1984 at 1040 hrs

Location: 2 miles NW of Ingoldmells, Skegness, Lincs

Type of flight: Private

Persons on board: Crew — 1 Passengers — 1

Injuries: Crew — None Passengers — None

Nature of damage: Nose undercarriage buckled

Commander's Licence: Private Pilot's Licence

Commander's Age: 43 years

Commander's total flying experience: 49 hours, (all on type)

Information Source: Aircraft Accident Report Form completed by the pilot

The aircraft was on a flight from Nottingham to Ingoldmells via Langar. After refuelling at Nottingham the engine and fuel tank drain checks were carried out and were found to be normal. At take off from Nottingham the aircraft's fuel endurance was 4½ hours. During the short stop at Langar no fuel was uplifted and no drain checks were carried out.

The flight from Langar to Ingoldmells was uneventful until the airfield was in sight when the engine, without warning, stopped. No carburettor icing had been apparent during the flight and regular checks had been carried out, the last one 5 to 8 minutes prior to the engine failure. Carburettor heat was selected immediately after the engine failed and, by use of fuel priming, the engine was restarted on four occasions but each time stopped after 15 to 20 seconds. A forced landing was carried out during which the nose undercarriage collapsed.

Inspection after the accident found the fuel tanks to be ¾ full. The fuel and fuel lines were checked for contamination and integrity and found to be clear and serviceable. The engine was started and successfully run on site. The engine was removed and returned to an overhaul agency where it underwent a full ground-run check and was found to be serviceable.