

No: 11/87

Ref: 1c

Aircraft type and registration: Cessna F150L G-BAPK

No & Type of engines: 1 Rolls Royce Continental 0-200-A piston engine

Year of Manufacture: 1973

Date and time (GMT): 31 August 1987 at 1605 hrs

Location: Andrewsfield, Great Dunmow, Essex

Type of flight: Private (pleasure)

Persons on board: Crew — 1 Passengers — 1

Injuries: Crew — None Passengers — None

Nature of damage: Aircraft beyond economical repair

Commander's Licence: Private Pilot's Licence

Commander's Age: 59 years

Commander's Total Flying Experience: 110 hours (of which 60 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot.

The pilot reported that he made a normal approach to runway 09 and selected 40° of flap on short finals. After crossing the threshold at the right height he closed the throttle and began to flare but the aircraft started to drift to the right. There was an aircraft taxiing towards the threshold just off the right hand side of the runway and when a collision with this aircraft seemed likely the pilot attempted a go-around. He applied power, and left rudder to counteract the drift, but was unable to prevent the aircraft touching down in the ploughed ground to the left of the runway.

The aircraft came to rest inverted but the pilot and his passenger, who were wearing diagonal upper torso restraints, were able to climb out of the aircraft through the doors which had burst open. The pilot did not remember retracting the flaps during the attempted go-around but reported that they were found retracted after the accident.

The Stanstead Airport actuals recorded the wind at 1550 hrs as 120°/10 knots variable 070° to 170°, and at 1620 hrs as 110°/10 knots variable 060° to 150°. The pilot estimated the wind at the time of the accident as 235°/20 to 25 knots.