

No: 7/85

Ref: EW/G85/03/13

Aircraft type and registration: Cessna F150M G-BDTX (light single engined fixed wing aircraft)

Year of Manufacture: 1976

Date and time (GMT): 31 March 1985 at 1830 hrs

Location: Southend Airport

Type of flight: Private (pleasure)

Persons on board: Crew — 1 Passengers — 1

Injuries: Crew — None Passengers — None

Nature of damage: Nose undercarriage leg and engine cowling damaged

Commander's Licence: Private Pilot's Licence

Commander's Age: 32 years

Commander's total flying experience: 55 hours (of which 47 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot, MOR and telephone report from engineer.

During climb out following a normal take-off from runway 24 at Southend, at about 600 feet on the QFE, the engine began to run roughly. The pilot applied carburettor heat, which did not result in any improvement, levelled the aircraft and trimmed for 70 kt, but by which time the engine had stopped. The fuel selector was checked 'ON', the mixture confirmed fully rich, and the magnetos checked. Following an unsuccessful attempt to re-start the engine, the pilot put out a Mayday call and set up an approach for a field in the overshoot area beyond the end of runway 24. Prior to touchdown the magnetos, battery master, and fuel were switched off and the passenger was briefed.

A successful landing was made in the field and the nosewheel held off as long as possible, but the field was soft and as the nosewheel contacted the ground it sank in. The aircraft came to rest in a tail high attitude having sustained damage to the noseleg and engine cowling. There were no injuries and, having cleared the aircraft, the pilot switched on the radio and cancelled his Mayday message.

The engineer who recovered the aircraft reported that there was less than half a gallon of fuel in each tank. Calibration of the aircraft fuel gauges, carried out after the accident at the request of the pilot, showed that their accuracy was within the range normally expected for Cessna 150 aircraft. Following repairs to the noseleg and cowling, the aircraft has flown extensively with no further problems.