

No: 5/91

Ref: EW/G91/03/15

Category: 1c

**Aircraft Type and Registration:** Reims Cessna F152, G-TEES

**No & Type of Engines:** 1 Lycoming O-235-L2C piston engine

**Year of Manufacture:** 1981

**Date and Time (UTC):** 25 March 1991 at 1825 hrs

**Location:** Sherburn-in-Elmet Aerodrome, Leeds, Yorkshire

**Type of Flight:** Private

**Persons on Board:** Crew - 1                      Passengers - 1

**Injuries:** Crew - Minor                      Passengers - None

**Nature of Damage:** Aircraft damaged beyond economic repair

**Commander's Licence:** Private Pilot's Licence

**Commander's Age:** 70 years

**Commander's Total Flying Experience:** 118 hours (of which 44 were on type)

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

The aircraft was on a VFR flight from Leicester to Tees-side Airport when the Alternator Fail Light came on. Efforts to rectify the problem were unsuccessful and the pilot decided to carry out a precautionary landing at Sherburn in Elmet. The weather conditions were reported to have been;

Surface Wind	170°/15 kt
Visibility	10 Km in smoke haze
Cloud	7 oktas base 1500 feet.

Two approaches were flown to runway 01 before the pilot elected to land on runway 11. This runway was 616 metres long, with a grass surface which was wet. The approach was normal and the intention was to land as close to the threshold as possible. After touchdown the aircraft decelerated rapidly and, as the nose wheel dug in, the aircraft cartwheeled and came to rest upside down. Both occupants, who were wearing diagonal upper torso restraint, escaped with only minor injury to the pilot.

Although the chosen touchdown point appeared, to the pilot, to be part of the runway, it was 200 metres short of the threshold in an area which had been recently planted. The threshold position was indicated by the normal marker boards.