

Cessna 152, G-BNUT

AAIB Bulletin No: 6/2002	Ref: EW/G2002/04/01	Category: 1.3
Aircraft Type and Registration:	Cessna 152, G-BNUT	
No & Type of Engines:	1 Lycoming O-235-L2C piston engine	
Year of Manufacture:	1978	
Date & Time (UTC):	3 April 2002 at 1745 hrs	
Location:	Little Walden, Essex	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to landing gear	
Commander's Licence:	Private Pilots Licence with Night Rating	
Commander's Age:	30 years	
Commander's Flying Experience:	139 hours (of which 44 were on type)	
	Last 90 days - 5 hours	
	Last 28 days - 1 hour	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The pilot had planned a return flight from Stapleford to Wickenby (Lincoln). On the day of the flight fuel was not available at Wickenby so the pilot decided to return via Peterborough (Sibson) where he intended to refuel. The meteorological conditions for the flight were good with light southerly winds and no significant cloud. The visibility was estimated to be 8 km but this was reduced when looking into sun.

The flight to Wickenby was uneventful. During the flight to Peterborough the pilot was unable to locate the airfield and, since the fuel quantity was low, he decided to divert to Cambridge, his planned alternate airfield. He was unable to contact Cambridge, even after confirming the correct frequency with the London flight information service. The pilot therefore decided to fly towards the Barkway navigation beacon and declare a PAN call with Essex radar before requesting a diversion to either Stansted or Luton. When the aircraft was still to the north of Barkway the engine stopped,

as a result of fuel starvation, and the pilot transmitted a MAYDAY call on the Essex radar frequency.

The nearest suitable landing site was the disused airfield at Little Walden. The pilot described the touchdown as smooth, however, the aircraft then ran across a drainage ditch which caught the landing gear. The aircraft stopped abruptly and pitched forward until the propeller spinner struck the ground. The aircraft came to rest in a normal attitude but with the landing gear damaged. The pilot, who was wearing a standard lap and diagonal harness, was uninjured.