

No: 5/90

Ref: EW/G90/03/06

Category: 1c

**Aircraft Type
and Registration:**

Cessna 150G, G-BRLZ

No & Type of Engines:

1 Continental Motor Corp O-200-A piston engine

Year of Manufacture:

1967

Date and Time (UTC):

10 March 1990 at approximately 1100 hrs

Location:

2 nm east of St Asaph, Clwyd, Wales

Type of Flight:

Private

Persons on Board:

Crew - 1

Passengers - None

Injuries:

Crew - 1 - serious

Passengers - N/A

Nature of Damage:

Landing gear collapsed, fuselage distorted, right wing tip damaged

Commander's Licence:

Private Pilot's Licence

Commander's Age:

71 years

**Commander's Total
Flying Experience:**

284 hours (of which 249 were on type)

Information Source:

Aircraft Accident Report Form submitted by the pilot

The field used for the attempted take-off had a dry firm surface of short grass, with a substantial uphill gradient over the last third of the take-off run chosen. There is a hedge 2m high at the far end of the 198m length available, which borders a small road with another hedge, with barbed wire strands, on the other side. The wind was 230°/15 kt with occasional gusts, but farm buildings obstructed a take-off directly into wind and so the pilot elected to take off in a westerly direction. The second half of the take-off run was in the lee of both a 300m hill 1 km to the southwest and the farm buildings on the field perimeter just to the left. There were 70 lb of fuel aboard and the pilot selected 10° of flap for the take-off.

The pilot stated that, during the take-off run, by the time he realised that the aircraft was not going to clear the hedge, it was too late to abandon the take-off. The nose landing gear struck the wire of the second hedge and tipped the aircraft onto its nose. There was no fire.

The roof mounted securing point of the pilot's diagonal restraint harness failed during the impact and he suffered head and shoulder injuries and was concussed. The seat back also collapsed but the pilot

stated that this was probably due to the fact that it had been improperly latched in order to achieve greater recline.

When the emergency services, who had been called at 1118 hrs, arrived they checked the pilot for serious injury and then lifted him from the wreckage. He was kept overnight in hospital.

The field used for the attempted take-off had a dry firm surface of short grass, with a substantial uphill gradient over the last third of the take-off run chosen. There is a hedge 5m high at the far end of the field north westerly, which borders a small road with another hedge, with barbed wire strands, on the other side. The wind was 230°/15 kt with occasional gusts, but farm buildings obstructed a take-off directly into wind and so the pilot elected to take off in a westerly direction. The second half of the take-off run was in the lee of both a 300m hill 1 km to the southwest and the farm buildings on the field to the west. There were 70 feet tail wind and the pilot selected 10° of flap for the take-off.

The pilot stated that during the take-off run, at the time he realised that the aircraft was not going to clear the hedge, it was too late to abandon the take-off. The nose landing gear struck the wire on the other side and tipped the aircraft over the hedge. There was no fire.

The pilot suffered head and shoulder injuries and was concussed. The seat back also collapsed but the pilot