

Aircraft type and registration: Cessna FRA 150L, G-BBCF (light single engine fixed wing aircraft)

Year of Manufacture: 1973

Date and time (GMT): 8 September 1984 at 1440 hrs

Location: Nab Bridge, south of Harrogate

Type of flight: Private (pleasure)

Persons on board: Crew — 1 Passengers — 1

Injuries: Crew — None Passengers — None

Nature of damage: Collapsed nose undercarriage, damage to propeller, cowlings, fuselage, engine firewall

Commander's Licence: Private Pilot's Licence

Commander's Age: 45 years

Commander's total flying experience: 106 hours (of which 100 hours were on type)

Information Source: Accident Report Pro-forma completed by pilot, and MOR.

The aircraft took off from Leeds — Bradford Airport at approximately 1420 hrs with the intention of making a local flight via Settle, Pateley Bridge and back to Leeds. Poor weather to the west forced a return to the airfield, and clearance was given for approach and landing. The pilot then observed that the weather to the north-east was much better, and decided to cancel the landing and continue the flight for a further 10 minutes or so.

The aircraft had levelled off after climbing away and was approximately 3 miles south of Harrogate with cruise power set, when engine power abruptly reduced to idle rpm there was no preceding rough running. Application of carburettor heat and full throttle had no effect, and so the pilot declared an emergency.

The aircraft was at a height of 1900 feet on a QNH of 1013 mb, which the pilot estimated to be 1200 ft QFE, thus requiring a quick selection of a suitable landing field. The chosen field had telephone wires or power cables at the threshold end, and the landing was made well into the field in order to avoid these. The nosewheel collapsed towards the end of the landing run, where there was a substantial downwards slope and uneven ground. The occupants of the aircraft escaped without injury.

Subsequent investigation revealed that the throttle lever on the carburettor had become disconnected from the rest of the linkage. The nut and bolt that had connected these two parts of the linkage could not be found.

A Cessna Service Information Letter No SE79-6, issued in April 1979, specified a castellated nut and split pin on this part of the linkage, in place of the selflocking nut. The letter was applicable to all pre 1979 Cessna single engined aircraft, and was of "Recommended" rather than "Mandatory" status. No record existed of SE79-6 being embodied on G-BBCF, which had flown nearly 30 hours since the last 50 hour check.