

No: 4/88

Ref: 1c

Aircraft Type and Registration: Cessna 152 G-BMXC

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

Year of Manufacture: 1977

Date and Time (UTC): 19 November 1987 at 1400 hrs

Location: Lockerbie near Dumfries, Scotland

Type of Flight: Private (pleasure)

Persons on Board: Crew - 2 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Substantial to wings, engine mounting and nosewheel. Beyond economic repair

Commander's Licence: Private Pilot's Licence with Instrument, IMC and Night Ratings

Commander's Age: 52 years

Commander's Total Flying Experience: 906 hours (of which 664 were on type)

Information Source: Aircraft Accident Report Form submitted by the crew.

On 16 November the aircraft made a precautionary landing in a field near Lockerbie due to adverse weather and the aircraft was then made secure. The pilot returned on 19 November, accompanied by another experienced pilot, with the intention of returning to Coventry after having re-fuelled the aircraft at Carlisle.

The field was paced out in the proposed take-off direction, into a westerly wind of 15-20 kt, and the take-off run available was approximately 400 yards with a downslope over the last 100 yards. The grass was quite short, but wet after recent rain and the ground was assessed as reasonably firm. The weight of the aircraft was calculated as being 70 lb below the maximum take-off weight.

The pilot taxied the aircraft over the full length of the proposed take-off path, to check for obstacles, during which he judged that the aircraft was running freely over the grass. Full power was checked with the magneto drops within the prescribed limits. The ambient temperature was recorded as +6°C and a brief functional check of the carburettor heat was made but heat was not applied for any appreciable length of time before take-off.

The flap was selected to 10° and the take-off commenced. At an IAS of 52 kt, after a ground run of approximately 300 yards, the aircraft became airborne, maintained height briefly and then began to sink. There was a 3 feet high hedge at the end of the field and the right wing struck a small sapling causing the aircraft to land nosewheel first in the adjoining field. The aircraft was substantially damaged but the occupants, who were wearing diagonal upper torso restraint, were uninjured.

The pilot in command considered that a down-draught caused the aircraft to lose height after take-off.