

No: 8/88

Ref:EW/G88/05/03

Category:1c

Aircraft Type and Registration: Cessna 152, G-BOGE

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

Year of Manufacture: 1978

Date and Time (UTC): 6 May 1988 at 1900 hrs

Location: Smottingham Hollow, near Burrage, Leicestershire

Type of Flight: Private (training)

Persons on Board: Crew - 1 Passengers -None

Injuries: Crew - 1 (Minor) Passengers - N/A

Nature of Damage: Aircraft damaged beyond economic repair

Commander's Licence: Private Pilot's Licence with Night Rating

Commander's Age: 34 years

Commander's Total Flying Experience: 155 hours (of which 153 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot and further enquiries by AAIB

The pilot had planned a triangular cross-country flight of approximately 300 nm, routing East Midlands - Bristol Lulsgate - Bembridge - East Midlands. Telephone enquiries established that G-BOGE departed East Midlands at 1403 hrs and landed at Bristol Lulsgate at 1528 hrs, departing at 1608 hrs for Bembridge where it landed at 1722 hrs. Departure from Bembridge was at 1739 hrs and a Mayday call was received on the East Midlands Approach Control frequency at about 1900 hrs. Shortly afterwards the aircraft crashed in a field about 13 nm south of the Airport.

The pilot's log showed a planned flight time of 2 hours 53 minutes. The fuel computation showed fuel on board 94 litres, route fuel 58 litres and minimum total fuel required 80 litres. This was based on a fuel consumption of 20 litres/hour. The pilot stated that the log was checked by the Flying Instructor who authorised the flight.

A post accident check of the log revealed an error in the first leg time. It had been calculated as 45 minutes instead of 1 hour 20 minutes, so the planned total flight time of 2 hours 53 minutes, when corrected, became 3 hours 28 minutes. The actual flight time was about 4 hours. The discrepancy between the later two times was largely due to the fact that the Bristol Lulsgate - Bembridge leg took 1 hour 14 minutes instead of the planned 47 minutes.

In his initial report the pilot stated that, at about 1855 hrs, the engine suddenly stopped but it started again in response to "pumping" the throttle. It ran for about two minutes before finally stopping. He noted that the fuel gauges showed $\frac{1}{4}$ tank still remaining. A forced landing was carried out in a field and, although the aircraft was substantially damaged, the pilot, who was wearing a diagonal type harness, escaped with only minor injuries.

Following further enquiries the pilot confirmed that the fuel tanks were full on departure, but he could offer no explanation of why the second leg had taken 27 minutes longer than planned. He had had to go-around at Bembridge but thought that this had added only about 5 to 7 minutes.

Telephone enquiries to the flying organisation concerned indicated that there was no evidence of any substantial amount of fuel present when the wreckage was examined.