

No: 6/92

Ref: EW/G92/04/11

Category: 1c

Aircraft Type and Registration: Reims Cessna F150L, G-SACE

No & Type of Engines: 1 Rolls-Royce Continental O-200-A piston engine

Year of Manufacture: 1972

Date & Time (UTC): 19 April 1992 at 1820 hrs

Location: Blythe Bridge Airstrip, Stoke on Trent, Staffordshire

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - 1

Injuries: Crew - None Passengers - None

Nature of Damage: Nose and main landing gear attachment assemblies buckled - propeller bent

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

Commander's Age: 41 years

Commander's Flying Experience: 1,168 hours (of which 139 were on type)
Last 90 days - 9 hours
Last 28 days - 4 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The aircraft was being operated from a private grass strip that was aligned east to west and measured 1275 feet by 25 feet. The weather was fine with a light westerly wind of two to five knots and a temperature of +10° C. The grass surface was dry.

The pilot reports that, having flown the aircraft to the airstrip, he carried out two local flights with another pilot. On both these flights the take-off ground run appeared to be approximately 750 feet. He subsequently offered to take a passenger for another short local flight. Because the passenger was of above average weight, he removed all unnecessary items from the aircraft. He calculated the gross weight and Centre of Gravity, which proved to be within the limits specified in the Flight Manual. He also calculated the take-off ground run which, after applying a 33% safety factor and a further 25% to account for the grass surface, totalled 1221 feet.

The pilot reports that he taxied the aircraft to the strip threshold and, after carrying out the power checks which appeared normal, he commenced a standard performance grass field take-off. Initial

acceleration appeared normal, however, the ground run proved to be longer than he expected and, shortly after the aircraft became airborne, its main landing gear contacted a hedge adjacent to the upwind threshold. This caused the nose to drop and the aircraft to touch down and stop in the adjoining field. The pilot made all switches safe and both occupants vacated the aircraft without injury.