

No: 7/85

Ref: EW/G85/05/07

Aircraft type and registration: Cessna F152 G-BIVJ (light single engined fixed wing aircraft)

Year of Manufacture: 1981

Date and time (GMT): 9 May 1985 at 1125 hrs

Location: Skegness Aerodrome

Type of flight: Private (pleasure)

Persons on board: Crew — 1 Passengers — 1

Injuries: Crew — None Passengers — None

Nature of damage: Aircraft destroyed

Commander's Licence: Private Pilot's Licence with night rating

Commander's Age: 44 years

Commander's total flying experience: 270 hours (of which 120 were on type)

Information Source: Aircraft Accident Report Form submitted by pilot.

Before take-off from Stapleford Tawney, the pilot had seen the morning television weather forecast and had read the Stansted Area Forecast. He had also telephoned to his destination airfield, Skegness, where flying had been cancelled because the weather was unsuitable. (The Stansted Area Forecast covered an area of only 20 miles radius from Stansted which included the departure airfield, but the destination airfield was 78 miles away on the east coast. However, the forecast did warn of a broad frontal zone moving very slowly across East Anglia.)

The aircraft took-off at 0900 hrs and flew VFR across East Anglia initially at 2500 ft and then at 2000 ft through the Honington Military Control Zone. Over the Wash, the weather deteriorated with low cloud and mist and the pilot estimated the flight visibility to be less than 1 mile. After descending to 1500 ft in order to remain in sight of the surface, he was informed that radar contact with him was becoming poor and was given a course and distance to Skegness.

The pilot found Skegness/Ingoldmells airfield but could not make radio contact with the control tower. He noticed a prominent "Pleasure Flights" sign near the threshold of runway 29 and decided to use this sign to orientate his approach to this runway although he was aware from the signal square that the runway in use was 35.

As he made his approach, he found that he was too far to the left of the centreline and after correcting, did not touchdown until halfway down the runway. He applied the brakes firmly but the wheels slid on the wet grass. He tried to turn to the right as he approached a low earth bank at the end of the runway but the aircraft hit the bank sliding sideways and turned over.