

No: 10/84

Ref: EW/G84/05/11

Aircraft type and registration:	Cessna 152 G-BKAZ (light single engined fixed wing aircraft)	
Year of Manufacture:	1979	
Date and time (GMT):	30 May 1984 at 1605 hrs	
Location:	Stebbing, Essex, short of Andrewsfield	
Type of flight:	Aerial photography	
Persons on board:	Crew — 1	Passengers — Nil
Injuries:	Crew — Nil	Passengers — N/A
Nature of damage:	Damage to nosewheel assembly, engine, propeller and wings	
Commander's Licence:	Commercial Pilot's Licence	
Commander's Age:	26 years	
Commander's total flying experience:	2540 hours (1800 on type)	
Information Source:	Accident Report Pro-forma, telecon pilot and telecon recovery and repair engineer.	

This aircraft was fitted with 32½ gallon capacity long range fuel tanks of which 31 gallons was usable, and before take-off the pilot visually checked that both tanks were full. The aircraft was equipped with a fuel calculator which the pilot was in the practice of using to monitor the fuel remaining.

The aircraft took off from Andrewsfield at 10.55 am and the pilot engaged in his business of aerial photography. At about 1600 hrs, some 5 hours after take-off, the engine began rough running and the rpm reduced, upon application of carburettor heat the engine recovered. At approximately 1700 hours, whilst on 2 miles final approach to runway 27 at Andrewsfield, the engine again began rough running and then stopped. Attempts to restart the engine failed and a forced landing was made straight ahead into a field of 6ft high rape. Upon landing the nosewheel assembly failed and the aircraft pitched onto its back. The pilot escaped through a cockpit widow uninjured.

When the aircraft was recovered, the following day, a stain was apparent on the ground where some fuel had leaked away and on its recovery to Andrewsfield one fuel tank was empty, the other contained approximately ½ gallon. The fuel calculator indicated that 26 gallons of fuel had been consumed during the six hour flight and the pilot reports the two fuel gauges to have been indicating ¼—⅓ when the engine stopped.

Examination of the engine has not revealed any pre-crash defect.