

No: 9/84

INCIDENT

Ref: EW/G84/07/16

Aircraft type and registration: Cessna 152 G-BILK (Light single engined fixed wing aircraft)

Year of manufacture: 1980

Date and time (GMT): 26 July 1984 at 1430 hrs

Location: Rugmer Farm, Nr Yalding Kent

Type of flight: Training

Persons on board: Crew — 2 Passengers — Nil

Injuries: Crew — Nil Passengers — Nil

Nature of damage: None

Commander's Licence: Private Pilot's Licence — with IMC, night and full Instructors Ratings

Commander's Age:

Commander's total flying experience: 1153 hrs (750 hrs on type)

Information Source: Accident Report pro-forma completed by the pilot.

The aircraft was being used for an instructional flight with an instructor and student aboard. They had been airborne for about 30 minutes when a slight change in engine note was noticed. After application of carburettor heat at 2200 rpm the engine ran very roughly and started to misfire. A PAN call was transmitted, and when the engine behaviour deteriorated further the instructor decided to make a forced landing in a cornfield.

The forced landing was executed without causing any damage to the aircraft.

Subsequent examination of the engine revealed that a valve had stuck open. The cause of this was attributed to a choking of a valve guide as a result of combustion gasses blowing past a valve which had a badly pitted seat.

In October 1983 Lycoming issued a Service Instruction SI 1425 related to the possibility of valves sticking as a result of contaminant build-up on valve stems. This Instruction suggests oil contamination as a result of running conditions as the most prevalent potential cause of valves sticking.