

No: 8/91

Ref: EW/G91/05/13

Category: 1c

Aircraft Type and Registration: Cessna 172M, G-OOLE

No & Type of Engines: 1 Lycoming O-320-E2D piston engine

Year of Manufacture: 1977

Date & Time (UTC): 27 May 1991 at 0815 hrs

Location: Brough Airport, North Humberside

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - 1

Injuries: Crew - None Passengers - None

Nature of Damage: Propeller and port mainwheel assembly

Commander's Licence: Private Pilot's Licence

Commander's Age: 52 years

Commander's Flying Experience: 133 hours (of which 21 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot plus telephone enquiries.

The pilot reports that at a height of approximately 10 ft as the aircraft became airborne on a normal take-off, he felt and heard a large perturbation in engine power and so he aborted the take-off. He braked heavily and the left mainwheel tyre burst causing the aircraft to slew off the runway and the propeller to strike the ground. The weather was CAVOK; the wind light and variable.

The pilot suspected fuel contamination and further club flying was suspended pending the analyst's report. Analysis of both the aircraft fuel and the airport fuel supply revealed nothing untoward. Skid marks on the runway indicated that heavy braking had been applied for a distance of 450 metres during the rejected take-off.

The aircraft's AWW at the time was approximately 2000 lb. According to the Cessna 172 owner's manual, at that weight during a flapless take-off in still air conditions, the aircraft should achieve an IAS of 57 kt at 50 ft agl after travelling 334 metres. The required ground roll for a C172 landing at 2300 lb with 40° flap at 60 kt in still air conditions is 160 metres. The take-off run was started 20 metres before the 'piano keys' and the aircraft came to rest 40 metres beyond the end of runway 12 in bushes at the side of a large dyke. The total distance travelled was about 960 metres.