

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Reims Cessna FRA150M Aerobat, G-BDRD	
<b>No &amp; Type of Engines:</b>	1 Continental Motors Corp O-240-A piston engine	
<b>Year of Manufacture:</b>	1975 (Serial no: 289)	
<b>Date &amp; Time (UTC):</b>	19 June 2014 at 0945 hrs	
<b>Location:</b>	10 nm north-east of Humberside Airport	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Collapsed nose landing gear and damage to underside of fuselage, engine frame and propeller. Minor damage to crops	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	18 years	
<b>Commander's Flying Experience:</b>	68 hours (of which 62 were on type) Last 90 days - 5 hours Last 28 days - 3 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and historical meteorological information	

**Synopsis**

The pilot encountered worsening weather conditions in flight, leading to an inadvertent IMC encounter. He elected to carry out a precautionary landing in a field of crops, during which the nose landing gear collapsed and the aircraft sustained damage.

**History of the flight**

The pilot prepared for a local flight from Beverley Airfield in East Yorkshire. He obtained a weather forecast for Humberside Airport, 19.5 nm to the south, which showed generally fine weather but with a 40% probability of visibility dropping temporarily to 6,000 m in light drizzle. The pilot's intended route was to fly south-east, via Hull, to Spurn Point at the mouth of the Humber (10 nm east of Humberside Airport) before turning north, for a while, and then routing back to Beverley.

Conditions at Beverley were good at takeoff, with a cloud base in excess of 2,000 ft. The pilot, who was in radio contact with Humberside ATC, flew to Spurn Point in VFR conditions but, when he then turned north, encountered a rapidly lowering cloud base. The pilot inadvertently entered IMC and flew a 180° turn in order to find better weather again, without success. The pilot was offered a diversion to Humberside Airport but declined, judging that the cloud base was too low for him to transit the Humber estuary safely. The pilot elected,

instead, to make a precautionary landing in a field of crops, 10 nm north-east of Humberside Airport. During the landing, the nose landing gear dug into the ground and collapsed, pitching the aircraft forward onto its nose. The pilot and his passenger were uninjured.

### **Meteorological reports**

At the time of the accident, Humberside Airport reported a light north-easterly wind and good visibility, with scattered cloud at 800 ft and broken cloud at 1,400 ft. Over the next hour, reports showed visibility varying between 4,000 m and 7,000 m, with scattered cloud down to 500 ft.