

<b>Aircraft type and registration:</b>	Cessna 152 G-KAFC (light single engined fixed wing aircraft)	
<b>Year of Manufacture:</b>	1980	
<b>Date and time (GMT):</b>	17 May 1985 at about 2105 hrs	
<b>Location:</b>	Fenland Aerodrome, Lincolnshire	
<b>Type of flight:</b>	Private (pleasure)	
<b>Persons on board:</b>	Crew — 1	Passengers — None
<b>Injuries:</b>	Crew — 1 (minor)	Passengers — None
<b>Nature of damage:</b>	Aircraft damaged beyond economic repair	
<b>Commander's Licence:</b>	Private pilot's Licence	
<b>Commander's Age:</b>	37 years	
<b>Commander's total flying experience:</b>	37 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot, plus police and Air Traffic Control reports.	

The aircraft was on a private flight from Biggin Hill to Fenland aerodrome, Lincolnshire. Prior to departure the pilot had obtained a weather forecast and booked out with Biggin Hill Air Traffic Control. He took off at 1819 hrs and set course for Fenland aerodrome, a distance, on a direct track, of 85 nautical miles. At about 2050 hrs the pilot reported that he was lost and requested assistance. The Distress and Diversion service was alerted and, at 2055 hrs, the aircraft's position was established as over the south of The Wash, approximately 25 nautical miles east of Fenland aerodrome. By this time it was rapidly becoming dark, mist patches were forming, and the Aerodrome Flight Information Service at Fenland had closed down. The pilot was offered radar guidance for a diversion to Waddington but, as he did not possess either an IMC or night rating, he requested radar guidance to overhead Fenland. When the aircraft reached the aerodrome, the pilot considered that there was just sufficient visibility to carry out a landing, and he positioned the aircraft for an approach to runway 18. He managed to identify the runway centre line by use of the nose landing light, but reported that he had difficulty in judging his height above the ground. The aircraft was landed and the brakes applied; however little retardation was felt and it over-ran the end of the runway before striking a potato clamp, which caused the aircraft to nose over before coming to rest inverted. There was no fire, and the pilot managed to release himself from the wreckage. He had sustained minor cuts and a bruise to the head, caused by striking the cabin roof on releasing his safety harness with the aircraft inverted.

Subsequent examination revealed that there was little fuel remaining on board the aircraft and that it was probably insufficient to have enabled it to divert to Waddington aerodrome. The wheel brakes appeared to be serviceable; however, at the time of the accident the grass was wet. Sunset in the Fenland aerodrome area on 17 May 1985 was at 1953 hrs. It was not possible to determine the precise time of the accident, however civil twilight ended at 2036 hrs on that day, and the accident time must have been close to the end of nautical twilight.

Nautical twilight is defined as that the degree of illumination is such that general outlines of ground objects are visible, although the horizon is probably indistinct, all detailed operations have become impossible and all the navigational stars can be seen.