

No: 2/89

Ref: EW/G88/07/27

Category: 1c

Aircraft Type and Registration: Reims Cessna F150H , G-AVZU

No & Type of Engines: 1 Continental Motors Corp O-200-A piston engine

Year of Manufacture: 1967

Date and Time (UTC): 4 July 1988 at 1525 hrs

Location: 1 mile west of Filey, Yorkshire

Type of Flight: Private (pleasure)

Persons on Board: Crew - 1 Passengers - 1

Injuries: Crew - None Passengers - None

Nature of Damage: Damage to tail plane

Commander's Licence Private Pilot's Licence (Group A) with Full Instructor's rating and IMC rating

Commander's Age: 34 years

Commander's Total Flying Experience: 1200 hours (of which 1100 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot and telephone enquiries including meteorological records obtained from the Meteorological Office, Bracknell

The pilot planned a VFR flight from his base at Swanton Morley to Newcastle. He states that he had obtained a weather briefing from RAF Honnington and a Terminal Area Forecast (TAF) for Newcastle. The meteorological situation at the time consisted of low pressure centred over the Bristol area drifting slowly north northeastwards and maintaining a northeasterly airstream over the region. The area forecast for eastern England between Norfolk and north Yorkshire was forecast to include showers, which would be heavy at times, with isolated thunderstorms and hill fog patches. In the area of the accident the scattered locally broken cloud base was 1000 feet, occasionally 500 feet with tops at 1500 feet and an overcast layer based at 2000 feet with tops at 14000 feet. Occasional embedded Cumulus or Cumulonimbus were forecast with tops to 24000 feet. Cloud was expected to cover hills.

The aircraft took-off from Swanton Morley at 0900 hrs and the flight proceeded in VMC as far as the area between Flamborough Head and Scarborough (35 miles north of Humberside). At this point the weather deteriorated and the pilot initially flew at a progressively low height over the sea with cliffs on his left hand side before deciding to turn back in the direction from which he had come. To his dismay the weather to his south was also below VFR limits and the pilot decided to divert to Bridlington with the cliffs still in view. Knowing that Cumulonimbus cloud had been forecast in the area, he was

reluctant to climb to a safe height where he could obtain radar assistance but at the same time the poor visibility and low cloud base made identification of Bridlington impossible. He was also aware of the presence of radio masts to the west and northwest of Bridlington (The UK Air Pilot AGA 3-4-3 lists two masts near Bridlington. One is 225 ft aal located 2.2 miles on a bearing of 279° from the airfield and the other is 118 ft located 3 miles from the airfield on a bearing of 319°). He next saw a suitable stubble field into which he judged that he could make a precautionary landing and this was accomplished without incident. Local emergency services attended the unscheduled landing. At 1456 hrs, having paced out his take-off run and being satisfied with the aircraft's planned performance, the pilot back tracked across the field and began to take-off. With 10° flap selected the aircraft ran across the field but it became apparent to the pilot that he had insufficient speed to take-off, due in his opinion to a change in the direction of the wind. He was however just able to clear the boundary fence and land from his aborted take-off in an adjacent field of standing barley. The aircraft came to rest upright in the field having sustained minor damage when its tail plane contacted the fence.