AAIB Bulletin No: 8/2005 **Ref: EW/G2005/05/26** **Category: 1.3**

Aircraft Type and Registration:	Cessna 150M, N8174V
No & Type of Engines:	1 Continental 0-200A piston engine
Year of Manufacture:	1974
Date & Time (UTC):	19 May 2005 at 0847 hrs
Location:	Approximately 20 miles north of Dundee, Scotland
Type of Flight:	Private
Persons on Board:	Crew - 1 Passengers - None
Injuries:	Crew - 1 (Minor) Passengers - N/A
Nature of Damage:	Aircraft destroyed
Commander's Licence:	ICAO Airline Transport Pilot's Licence and FAA Private Pilot's Licence
Commander's Age:	43 years
Commander's Flying Experience:	2,400 hours (of which 1,500 were on type) Last 90 days - 50 hours Last 28 days - 30 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot and enquiries by the AAIB

The pilot was on a ferry flight from USA to Europe and had landed at Inverness Airport for an overnight stop. His next planned sector was to Newcastle Airport. The forecast weather for this leg of his trip indicated a wind of 220º/20 to 25 kt, visibility between 10 and 20 km and light rain with cloud overcast at 3,000 feet amsl. The pilot's original plan was to follow the coast line but, due to time constraints resulting from a need to get to Zurich that day, he decided to take a direct routing towards Newcastle.

After an uneventful takeoff at 0730 hrs, the pilot set course to the south under VFR and climbed to approximately 3,000 feet amsl. He decided not to use an ATC service. However, in the early part of the flight the weather deteriorated with heavier rain and reduced visibility. The pilot climbed, but levelled the aircraft at 3,300 feet amsl, which was the freezing level but which was below Minimum Safe Altitude (MSA). N8174V was now in cloud and the pilot continued his flight using a GPS which had basic terrain information. Some time later, he suddenly became aware that the aircraft Vertical Speed Indicator (VSI) was indicating full scale down deflection and that the altimeter was

also indicating a descent. The pilot immediately applied full power but was unable to arrest the descent. Looking ahead, he saw a mountain about 50 metres away and was unable to alter course before striking the ground at an estimated ground speed of 65 to 70 kt. The pilot was able to get out of the aircraft and used his mobile telephone to call his family in Austria, who then alerted their national Rescue Co-ordination Centre.

Once the UK Aeronautical Rescue Co-ordination Centre (ARCC) at Kinloss had been alerted, the duty controller contacted the pilot by telephone at 0947 hrs. The pilot confirmed that he only had minor injuries and that he was well equipped with a GPS receiver, survival suit, life jacket and dinghy. Thereafter, ARCC maintained regular contact with the pilot and alerted a SAR helicopter from RAF Lossiemouth. Low cloud prevented the helicopter from visually locating the pilot and a Mountain Rescue Team (MRT) was flown to the area for a ground search. Under instructions from the ARCC, the pilot used a whistle to enable the MRT to locate him at about 1500 hrs. The altitude at the crash site was approximately 2,600 feet amsl. The highest obstacle indicated on the 1:500,000 CAA VFR topographical chart for the region some 20 nm north of Dundee was 4,100 feet amsl.

The pilot confirmed that N8174V was serviceable prior to ground impact. On reflection, he considered that he had relaxed after reaching Inverness Airport on his ferry flight and did not properly plan the subsequent legs. With his experience of flying in the Alps, he did not consider that the Scottish mountains would cause him any problems.