

**Aircraft type and registration:** Reims Cessna 150M G-BFFY (light single engined fixed wing aircraft)

**Year of Manufacture:**

**Date and time (GMT):** 26 February 1986 at 1245 hrs

**Location:** Long Bank Farm, Kirriemuir

**Type of flight:** Training

**Persons on board:** Crew — 1                      Passengers — None

**Injuries:** Crew — None                      Passengers — N/A

**Nature of damage:** Nose undercarriage strut, propeller, cowlings and wing damaged

**Commander's Licence:** Student Pilot

**Commander's Age:** 19 years

**Commander's Total Flying Experience:** 37½ hours (of which 7½ were on type)

**Information Source:** Aircraft Accident Report Form submitted by the pilot.

The aircraft was being used by a student pilot for a qualifying cross country flight from Aberdeen. Before departure the pilot established that about 3¼ hours endurance fuel was on board. A physical check showed a considerable quantity of fuel in the aircraft tanks, and after start up the gauges indicated just below full tanks. Air Traffic Control delays prevented the pilot from taking off for 24 minutes after starting the engine.

After take off the aircraft was flown south down the coast to Stonehaven before turning inland towards Perth at 2000 feet. During this part of the flight a snow shower was encountered, and the pilot elected to descend to 1500 feet, which he did with carburettor heat applied. After flying at this altitude for a while the engine began to sound rough. The pilot increased power to full throttle which temporarily improved the sound of the engine, but after about 10 seconds it started to run roughly again. The pilot reported that his fuel gauge indications now showed just below half full but were flickering and he began to doubt their accuracy. He informed Leuchars, with whom he was in radio contact, that he was going to make a forced landing.

As all fields in sight were covered in snow the pilot selected the largest one available, which unfortunately was ploughed at right angles to the landing direction. After a short ground run the nose landing gear stuck in the ploughed furrows and the aircraft flipped on to its back. The pilot was able to extricate himself unaided. The aircraft was removed to Perth aerodrome where 8 imperial gallons of fuel were drained from the tanks.

A meteorological aftercast for the area showed that conditions conducive to carburettor icing were prevailing at the time.

Attention is drawn to Civil Aviation Authority Air Information Circular (AIC) 1/1985 (Pink), (this is a revision of AIC 31/1977) which addresses comprehensively the causes and symptoms of carburettor icing.