

**AAIB Bulletin No: 1/96**

**Ref: EW/G95/11/02**

**Category: 1.3**

**Aircraft Type and Registration:** Reims Cessna F152, G-BISB

**No & Type of Engines:** 1 Lycoming O-235-L2C piston engine

**Year of Manufacture:** 1981

**Date & Time (UTC):** 6 November 1995 at 1520 hrs

**Location:** Glebe Farm, Gotham, Nottinghamshire

**Type of Flight:** Private

**Persons on Board:** Crew - 1                      Passengers - None

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

**Nature of Damage:** Extensive damage to front of aircraft including propeller, cowlings, and nose undercarriage

**Commander's Licence:** Private Pilot's Licence

**Commander's Age:** 18 years

**Commander's Flying Experience:** 77 hours (of which 62 were on type)  
Last 90 days - 17 hours  
Last 28 days - 7 hours

**Information Source:** Aircraft Accident Report Forms submitted by the pilot and ATC

The aircraft departed Netherthorpe at 1355 hrs intending to fly to Sherburn-in-Elmet. On approaching the Church Fenton MATZ, the pilot was unable to select the correct frequency. She attempted to select the Sherburn frequency but was again unsuccessful. To remain clear of the MATZ, the pilot decided to head back towards Netherthorpe. The visibility by this stage was described as 'poor' and, as the pilot was unable identify any landmarks, she became unsure of her position. After a further 20 minutes, with the aircraft fuel state becoming low and visibility deteriorating, the pilot contacted Netherthorpe once more and requested assistance in determining her position. In response to another pilot operating on the same frequency, the pilot described some landmarks she could see and was advised that she was flying in the vicinity of Chesterfield; this information only served to increase her geographic disorientation. An instructor in the control tower at Netherthorpe then advised selection of the emergency frequency 121.5 MHz, however this frequency could not be selected either.

At this stage, with the aircraft fuel state indicating one tank empty and the other <sup>1</sup>/<sub>4</sub> full, all contact was lost with Netherthorpe probably due to the range from the field and so the pilot elected to carry out a

precautionary landing. After two low level circuits of the field that had been chosen for the landing, the pilot carried out an approach and landing. The pilot reports that the aircraft was fast and high on the approach and hit a large ditch at the end of the field. Although the aircraft was extensively damaged, there was no fire and the pilot was unhurt.

During the course of the aircraft's flight it was observed on radar to enter the East Midlands control zone and to orbit in the vicinity of the 'EME' NDB. Another aircraft carrying out an approach at East Midlands was vectored to the vicinity of the unidentified aircraft and observed it carrying out the precautionary landing.

The aircraft involved in this accident had a radio which used a 25 KHz switch to enable frequencies ending in .x25 or .x75, where x is any digit, to be selected. As the aircraft was based at Netherthorpe which uses 123.275 MHz as its only radio frequency, it would be impossible to select frequencies such as Church Fenton MATZ which is 126.5 MHz or the emergency frequency of 121.5 MHz without changing this switch position. The pilot was not familiar with this procedure.