

No: 3/91

Ref: EW/G90/11/10

Category: 1c

Aircraft Type and Registration: Cessna F150L, G-AYYF

No & Type of Engines: 1 Rolls-Royce Continental O-200-A piston engine

Year of Manufacture: 1971

Date and Time (UTC): 27 November 1990 at 1430 hrs

Location: Aber Farm, Taly Bont on Usk, Dyfed

Type of Flight: Private (training)

Persons on Board: Crew - 1 Passengers - None

Injuries: Crew - Minor Passengers - N/A

Nature of Damage: Aircraft destroyed

Commander's Licence: Student Pilot

Commander's Age: 32 years

Commander's Total Flying Experience: 150 hours (of which approximately 20 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot and further telephone enquiries

The student pilot was on his qualifying cross-country navigation exercise as part of his Private Pilot's Licence course. The route was Haverfordwest - Shobdon - Swansea - Haverfordwest. The weather forecast available to the pilot and his authorising officer before the flight indicated scattered/broken cumulus and strato cumulus base 3000 feet with isolated rain showers with a base of 1500 feet over the intended route. Just to the south of the intended route there was a slow moving occluded front with an associated cloud base down to 700 feet with hill fog. The highest ground on the pilot's intended route rose to over 2300 feet. A meteorological aftercast obtained from the Meteorological Office at Bracknell was in general agreement with the forecast.

The leg from Haverfordwest to Shobdon was uneventful and before setting out for Swansea, the pilot checked the latest weather which he considered suitable. When airborne from Shobdon, the pilot heard an aircraft report a build-up of cloud to the South and thought about returning to Shobdon as he was having to descend to maintain visual contact with the ground. Air Traffic Control informed the pilot of the weather deterioration to which he replied that he would continue for the moment but would probably have to return to Shobdon. The pilot descended further but found that there was now cloud both behind and below him. At this point the pilot decided to climb but before he could clear the terrain, he flew into the ground at a height of 2500 feet. At the point of impact, the aircraft was some 6 nm left of track. At a point 3 nm left of track the ground rose to 2906 feet. There was no fire and the pilot sustained only minor injuries.