

<b>Aircraft type and registration:</b>	Cessna F150L G-ETUP (light single engined fixed wing aircraft)	
<b>Year of manufacture:</b>	1974	
<b>Date and time (GMT):</b>	13 November 1983 at about 1210 hrs	
<b>Location:</b>	Delme Arms Roundabout, near Fareham, Hampshire	
<b>Type of flight:</b>	Private	
<b>Persons on board:</b>	Crew — 1	Passengers — Nil
<b>Injuries:</b>	Crew — 1 (fatal)	Passengers — N/A
<b>Nature of damage:</b>	Aircraft destroyed	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	34 years	
<b>Commander's total flying experience:</b>	Powered aircraft: 65 hours (of which 39 hours were on type) Gliders: 643 hours	

The aircraft, flown by a solo pilot, was on a private flight from Chichester/Goodwood Aerodrome. The pilot had previously completed the required documentation for the flight, and had entered, under the 'nature of flight' description, the one word FAREHAM. He booked out with Goodwood Aerodrome air traffic control by radio, indicating that he intended to make a flight in the local area. Having been cleared by air traffic control, the aircraft took off from runway 06 at Goodwood shortly after 1140 hrs. After take-off the aircraft turned left onto a south-westerly heading, and cleared the Goodwood Aerodrome circuit area. The pilot gave no indications, by radio, as to his intentions, and there is no evidence of any further radio transmissions from the aircraft during the remainder of the flight.

It was not possible to establish the precise route that the aircraft then followed until it was observed, shortly before 1200 hrs, in an orbit over the aerodrome at Lee-on-Solent. From that position it continued northwards, and was identified in a low, slow orbit over the Wallington area to the east of the town of Fareham. It was next observed having turned onto a southerly heading and flying at a very low altitude, wings level, in a shallow descent towards the railway viaduct which crosses the creek south of Wallington. As it approached the viaduct witnesses reported hearing an increase in engine power; the nose was observed to rise, and the aircraft struck the upper brickwork and then fell back, inverted, onto the mud flats below. The aircraft was destroyed and the pilot sustained fatal injuries.

The aircraft was removed to the AIB facility at Farnborough where a detailed investigation was carried out. Examination showed that the aircraft's flightpath at impact had been virtually at right-angles to the viaduct, banked 10° to the right and in a slight nose-up attitude. Prior to the impact the aircraft had been structurally complete and the flying controls and the control surfaces correctly attached. The wing flaps were at their maximum extension of 40°. The damage to the propeller indicated that it had been rotating under considerable power at impact. The engine throttle control was found in the fully open position. All electrical switches were in the ON position, and the altimeter subscale was correctly set at 1023 millibars. The aircraft had been properly maintained and had carried sufficient fuel for the flight.

The weather at the time was fine, with a light wind from the north-east and good visibility.

There was no evidence of any pre-existing medical conditions that could have resulted in pilot incapacitation. It would not have been possible for the aircraft to have been flown undamaged between the arches of the viaduct.

At the subsequent Coroner's Inquest, the jury returned a verdict of suicide.