

# Cessna 150M, G-BFOG, 30 November 2002

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## INCIDENT

**Aircraft Type and Registration:** Cessna 150M, G-BFOG

**No & Type of Engines:** 1 Continental Motors Corp O-200-A piston engine

**Year of Manufacture:** 1974

**Date & Time (UTC):** 30 November 2002 at 1605 hrs

**Location:** Compton Chamberlayne, Wiltshire

**Type of Flight:** Private

**Persons on Board:** Crew - 1

Passengers -  
None

**Injuries:** Crew - None

Passengers - N/A

**Nature of Damage:** Minor damage to paintwork

**Commander's Licence:** Private Pilots Licence

**Commander's Age:** 51 years

**Commander's Flying Experience:** 200 hours (of which 190 were on type)

Last 90 days - 7 hours

Last 28 days - 2 hours

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

The pilot departed Compton Abbas (elevation 810 feet amsl) where the weather appeared to be within limits for a local VFR flight. Soon after takeoff however, west of the field and at approximately 700 feet agl, the aircraft entered cloud. The pilot, who was neither trained nor qualified to fly in IMC, almost immediately became unsure of his position. He noticed some blue sky above him and flew towards it in the hope of later finding a gap in the cloud beneath. Conditions deteriorated however and he had to descend through cloud eventually becoming visual with the ground by Fovant to the east of the airfield.

Having sighted the A30 trunk road he attempted to follow it, flying at a height of 200 feet agl, in an attempt to return to Compton Abbas. Eventually he noticed the airfield strobe light to his left and turned towards it. In doing so however he encountered further low cloud and was forced to turn

back in order to stay visual with the ground. The pilot then considered the possibility of landing at Henstridge, an airfield with an elevation of 184 feet amsl, but now found himself in a valley surrounded by low cloud. As the pilot circled, the radio operator at Compton Abbas suggested that he contact the Distress and Diversion (D and D) cell at West Drayton. The D and D cell however were unable to locate the aircraft because of its very low altitude. A commercial pilot, who had been monitoring the emergency frequency, offered further advice and the pilot, unable to find a clear route out of the valley, decided to make a precautionary landing in a suitable field. The landing, 5 minutes before sunset, was uneventful until the aircraft ran into a wire fence at the end of its landing run. The pilot was uninjured and informed the monitoring commercial pilot that he was safe and then shut down the aircraft.