

No: 9/88

Ref: EW/G88/07/09

Category: 1c

**Aircraft Type
and Registration:**

Cessna F150H, G-AWLY

No & Type of Engines:

1 Rolls-Royce Continental O-200-A piston engine

Year of Manufacture:

1968

Date and Time (UTC):

11 July 1988 at about 0937 hrs

Location:

Scafell, Lake District

Type of Flight:

Private (pleasure)

Persons on Board:

Crew - 1

Passengers - 1

Injuries:

Crew - None

Passengers - 1

Nature of Damage:

Damage to nose landing gear, nose cowling and tail fin

Commander's Licence

Private Pilot's Licence with IMC Rating

Commander's Age:

29 years

**Commander's Total
Flying Experience:**

250 hours (of which 6 were on type)

Information Source:

Aircraft Accident Report Form submitted by the pilot

At about 0730 hrs, on 12 July, the pilot obtained a meteorological briefing at Royal Air Force Machrihanish, Campbeltown. He was given copies of Terminal Airfield Forecasts for Blackpool, Liverpool and Upper Heyford, and was shown a chart which depicted the significant weather below 5000 feet amsl. For the zone in which the flight was to be conducted this forecast occasional rain showers, locally heavy with isolated thunderstorms. Turbulence was shown as locally moderate to severe. The main cloud was cumulus and strato-cumulus with isolated cumulonimbus base 1500 feet. The wind at 5000 feet was westerly at 35 kts.

The flight departed Machrihanish at 0824 hrs and at 0922 hrs the pilot called Manchester Control and gave his position as 3 nm south of Deans Cross at FL050. He was IMC and was estimating Blackpool at 0955 hrs. At 0934 hrs he informed Manchester that he was experiencing "pretty bad" turbulence and intended to descend to get clear of it. The pilot states that, shortly after this, he turned west, intending to descend over the coast, but the turbulence became severe and his control inputs seemed to have no effect. The aircraft was descending at about 2000 feet per minute and it continued to descend despite the application of full power. The pilot estimated that the aircraft broke cloud at about 3000 feet on 1013 mb and he found that he was surrounded by rocky cliffs. The regional QNH was 1004 mb and the peaks of the surrounding mountains were over 3000 feet amsl.

Seeing a suitable area, the pilot decided to make an emergency landing and briefed his passenger accordingly. He shut down the engine and turned off the electrics shortly before touchdown. The nose landing gear collapsed on touchdown and the aircraft turned over onto its back. There was no fire, and

the occupants, who were wearing diagonal upper torso restraint, escaped with only minor injury to the passenger.

A search and rescue helicopter was dispatched at 1035 hrs and the survivors, who had decided to remain with the aircraft, were located at 1207 hrs.

The attention of pilots is drawn to Aeronautical Information Circular 79/84 - Flight Over and in the Vicinity of High Ground.