AAIB Bulletin No: 12/95	**Ref: EW/G95/09/20**	**Category: 1.3**
Aircraft Type and Registration:	Reims Cessna F150M, G-BGEA	
No & Type of Engines:	1 Continental O-200-A piston engine	
Year of Manufacture:	1977	
Date & Time (UTC):	28 September 1995 at 1500 hrs	
Location:	Angel Farm, near Lymington, Hampshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Broken windscreen and minor damage to cowling and wing leading edge	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	62 years	
Commander's Flying Experience:	380 hours Last 90 days - 3 hours Last 28 days - 0 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot and telephone enquiries by the AAIB	

The pilot had planned a 35 minute pleasure flight within the local area and, prior to departure, he checked that the aircraft had sufficient oil and fuel for the flight. The pilot reported that the oil level was a little over 6 quarts and the fuel tanks, which were checked by 'dipping', showed 5 US gallons per side (the capacity of each wing tank is 13 US gallons). The weather for the flight was fine with a breezy northwesterly wind, good visibility and scattered cloud at 5,000 feet.

The flight was uneventful until the aircraft was returning to the airfield. Three minutes after passing north abeam Hurst Castle the pilot, who was flying the aircraft at 1,200 feet in a gentle descent with the engine at 1,800 RPM and carburettor heat selected to 'ON', reported that the engine RPM began to fluctuate ± 150 RPM. He switched the carburettor heat 'OFF' and opened the throttle to 2,200 RPM but the fluctuations continued. Having checked that both 'magnetos' were 'ON', he noted that the left fuel gauge showed 5 gallons whilst the right gauge showed nearly empty. All other instrument indications were normal. Although he re-applied carburettor heat, re-checked that the fuel cock was 'ON', the primer locked 'OFF' and yawed the aircraft, this had no effect on engine performance.

As the aircraft was unable to maintain altitude the pilot realised that he was committed to a forced landing. At this stage the aircraft was still just over the coast but it was not possible to make a forced landing on the beach because of the high tide. Two miles inland however was a large level field with no sign of livestock or standing crop. The pilot transmitted a 'MAYDAY' and also asked for advice from anyone listening on Bournemouth Approach Control frequency. With the aircraft trimmed for a 75 kt descent the pilot briefed his passenger, checked that both harnesses were secure and that the doors were unlatched for the landing. At about 100 feet the pilot lowered full flap and turned the fuel and master switch 'OFF'. At 50 feet agl the pilot noticed high voltage power cables approximately 600 feet ahead of the aircraft. He attempted to fly under the cables but they struck the top of the cowling and impacted with the windscreen. Neither the pilot or the passenger were injured and they vacated the aircraft normally after it came to rest. The emergency services arrived on the scene some five minutes after the landing.

An engineer, who attended the aircraft in the field after the accident , stated that when he 'dipped' the fuel tanks the aircraft still had 3 US gallons of fuel in the right tank and 2 US gallons in the left. He also started the engine which ran normally. The aircraft was later recovered from the field and subsequent examination of the engine by an overhaul agency did not reveal any unserviceabilities.