

**Aircraft type and registration:** P56 Provost T1 G-AWRY

**No & Type of engines:** 1 Alvis Leonides 126/01 piston engine

**Year of Manufacture:** 1954

**Date and time (UTC):** 28 July 1987 at 1930 hrs

**Location:** Englefield, Berks

**Type of flight:** Private (pleasure)

**Persons on board:** Crew — 1                      Passengers — 1

**Injuries:** Crew — None                      Passengers — None

**Nature of damage:** Substantial damage to main landing gear, under side of fuselage and wings, and propeller

**Commander's Licence:** Private Pilot's Licence

**Commander's Age:** 48 years

**Commander's Total Flying Experience:** 618 hours (of which 58 were on type)

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

The aircraft, which had recently undergone an inspection for the renewal of its Permit to Fly, was on a flight from Wycombe Air Park to Popham aerodrome with the pilot and one passenger on board. The pilot reports that all pre-flight, start up and pre-take-off checks were satisfactory, and that the pre-take-off power check showed no signs of any engine malfunction. The take-off and climb were normal and the aircraft was settled into the cruise at about 1500 feet above ground level. After about 10 minutes of cruising flight the engine surged, spluttered and misfired, and then stopped. Emergency procedures were completed, and the private landing strip at Englefield, Berkshire was selected as the site for a forced landing. Unfortunately the aircraft had insufficient height and could not maintain the required airspeed to reach the intended landing site, and the pilot was compelled to land some 100 metres short of the target area. During the landing run the aircraft struck a bank which caused substantial damage to the main landing gear and the aircraft came to rest on its lower fuselage in a stubble field. Both occupants, who were wearing full upper torso restraint harness which held throughout the impact, vacated the aircraft without injury.

The reason for the engine failure has yet to be established and remains under investigation.