

No: 1/84

Ref: EW/G83/11/13

Aircraft type and registration:	Piper PA31 Navajo G-BHIZ (light twin engined fixed wing aircraft)	
Year of manufacture:	1970	
Date and time (GMT):	27 November 1983 at 1300 hrs	
Location:	Middle Wallop Hampshire	
Type of flight:	Private (pleasure)	
Persons on board:	Crew — 1	Passengers — 5
Injuries:	Crew — Nil	Passengers — Nil
Nature of damage:	Aircraft undamaged	
Commander's Licence:	Commercial Pilot's Licence	
Commander's Age:	19 years	
Commander's total flying experience:	260 hours (of which 40 hours were on type)	

The aircraft was re-fuelled to full tanks at Jersey, uplifting 277 litres of Avgas 100 LL. The aircraft was then flown to Bournemouth (Hurn) where inbound Customs clearance was obtained. The aircraft then took off for Oxford, the intended destination, climbing to 2000 ft in order to remain in VMC between layers of cloud. Approximately 8 minutes after departure, the left engine exhibited signs of rough running, with a drop in manifold pressure and fuel flow indication reduced to zero. The mixture levers were advanced, propeller RPM increased, and the throttle set to give 35 ins of manifold pressure. The electrically driven fuel pumps were also switched on. After a few seconds, the engine began to run smoothly again, with normal indications. Power was then reduced to 30 ins and 2,200 rpm with the mixtures left at nearly fully rich. After approximately a further 4 miles, both engines began to run roughly with indications of reduced manifold pressure, and zero fuel flow. The pilot decided that a precautionary landing was appropriate and commenced a descent, transmitting a Pan call to Lyneham on 123.4 MHz. Despite richening the mixture, selecting maximum propeller rpm, and fuel tanks from inboard to outboard, with the electric fuel pumps remaining on, the pilot could not restore the lost power. After descending through a thin layer of cloud, he saw a large field and, when certain of reaching it, shut down both engines and landed safely. He discovered the field to be Middle Wallop aerodrome and subsequently taxied his aircraft to a hard standing. He reported that, after landing, he carried out a water check, which was negative. The owner and an engineer arrived to examine the aircraft, and after an extensive inspection and engine run, flew the aircraft back to Oxford. A thorough check and pressure testing of the fuel system was carried out by a Piper approved maintenance organisation, but no fault was found. The fuel remaining upon arrival at Oxford was found to be 20 imperial gallons in each outboard tank, and 26 and 25 imperial gallons in the left and right inboard tanks, respectively.