

<b>Aircraft type and registration:</b>	Varga 2150A Kachina-G-VARG (light single engined fixed wing aircraft)	
<b>Year of manufacture:</b>	1980	
<b>Date and time (GMT):</b>	7 July 1984 at 1510 hrs	
<b>Location:</b>	Boreham Airfield, Essex	
<b>Type of flight:</b>	Private	
<b>Persons on board:</b>	Crew – 1	Passengers – Nil
<b>Injuries:</b>	Crew – Nil	Passengers – N/A
<b>Nature of damage:</b>	Damage to left wing and wing tip	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	42 years	
<b>Commander's total flying experience:</b>	245 hours (of which 14 hours were on type)	
<b>Information Source:</b>	Accident Report Pro Forma completed by Pilot	

The pilot planned to fly from Elstree to Ipswich where he intended to land and then return to Elstree. Prior to departure he carried out a full pre-flight check and noted that the left fuel contents gauge showed slightly over half full while the right gauge indicated a needle's width below half full. A visual check of the contents revealed a good quantity of fuel in the left tank but no fuel was visible in the right tank, a condition which the aircraft manual advises exists when the contents are less than half. The pilot estimated the aircraft's endurance as 1 hour 55 minutes against his calculated round flight time of 1 hour 12 minutes.

The flight to Ipswich took 31 minutes and was conducted with both fuel tanks on. At Ipswich the pilot checked the oil contents, the fuel drains and the fuel quantity gauges which indicated just under a half for the left tank and a quarter in the right tank. After about 10 minutes on the return flight to Elstree the pilot became concerned about his fuel state as the right gauge was close to empty and the left gauge showed about a quarter full. Five minutes later both tanks showed empty. The aircraft's position was north of Chelmsford and the pilot told London Information of his fuel situation and that he intended to make a precautionary landing at Boreham where there was a disused aerodrome. As the aircraft headed towards the airfield the engine stopped but power was restored when the emergency fuel pump was switched on. The pilot decided to climb but after the aircraft had gained 300 feet in altitude the engine misfired and he levelled off maintaining 80 mph with reduced power. When he was certain that he could reach the airfield he began a descent with the intention of landing on runway 09. However, when there was about 1 mile to run the engine stopped completely. At 800 feet on finals the pilot noticed that the runway surface was unsuitable for landing and so he turned south to make an approach to runway 32. At 300 feet he saw that there were some obstructions on this runway also and that its width was restricted but he was able to find sufficient space to carry out a successful landing. However, during the landing run the left wing tip struck a sign which the pilot failed to see. He brought the aircraft to rest and parked it with no further incident.

Subsequent examination of the aircraft prior to recovery revealed that the left fuel tank drain was open.