

No: 2/92

Ref: EW/G91/10/08

Category: 1c

Aircraft Type and Registration: Jodel DR1050 Ambassadeur, G-AYEK

No & Type of Engines: 1 Continental O-200-A piston engine

Year of Manufacture: 1961

Date & Time (UTC): 18 October 1991 at 1015 hrs

Location: Hollins County Primary School, Bury, Lancashire

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - None

Injuries: Crew - Minor Passengers - N/A

Nature of Damage: Aircraft destroyed

Commander's Licence: Private Pilot's Licence with IMC rating

Commander's Age: 52 years

Commander's Flying Experience: 1,615 hours (of which 400 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot and telephone enquiries

The aircraft was being ferried from Oxenhope to Barton for work required prior to the issue of a Private Category Certificate of Airworthiness. An inspection had been carried out one week previously to clear the aircraft for the flight to Barton under "A" conditions. Poor weather prevented this flight from being undertaken until the 18th of October.

The flight had proceeded for about twenty minutes when the engine began to misfire slightly. The pilot applied carburettor heat temporarily and this appeared to improve the engine running. However, shortly afterwards the engine again began to misfire and so the pilot returned the carburettor heat control to 'hot' and turned on the fuel boost pump. Despite these actions the engine's performance progressively deteriorated, and a strong smell of petrol fumes became apparent in the cockpit. The pilot attempted to lean the mixture, but the engine then stopped.

The pilot switched-off all electrical services and selected a field for a forced landing. However, the aircraft was unable to reach the chosen field and so a smaller field was selected. The pilot was concerned about the possibility of overshooting the intended area and so he sideslipped the aircraft steeply during which it struck trees and came to rest in a children's playground. The pilot, who

escaped with minor injuries, was wearing a lap and diagonal harness which remained intact, as did the seat structure. There were no injuries to persons on the ground, although a mother and child using the playground were within several feet of the aircraft when it crashed.

The aircraft was destroyed in the impact and the cause of the engine failure was not established. The fuel system and engine controls forward of the engine bulkhead were reported to have been intact and correctly assembled. Aft of the engine bulkhead, the fuel system had been disrupted and it was not determined if a fuel leak had occurred before the accident. The engine was being fed from the front tank, which contained a 50/50 mixture of 100LL Avgas and BS 4040 Mogas. The Meteorological Office provided an aftercast for the area at the time of the accident, which showed that the conditions were suitable for the intended flight and that carburettor icing could be discounted.