

Aircraft type and registration:	De Havilland DHC 1 Chipmunk G-BDBL (light single engine fixed wing aircraft)	
Year of manufacture:	1952	
Date and time (GMT):	21 January 1984 at 1505 hrs	
Location:	Luxter's Farm, Near Henley-on-Thames	
Type of flight:	Private Group Flying	
Persons on board:	Crew – 2	Passengers – Nil
Injuries:	Crew – Nil	Passengers – N/A
Nature of damage:	Left wing separated outboard to the left undercarriage, extensive damage to the remainder of the airframe	
Commander's Licence:	Commercial Pilot's Licence, with Assistant Instructor rating	
Commander's Age:	37 years	
Commander's total flying experience:	5,200 hours (of which 195 hours were on type)	
Second Pilot's Licence:	Private Pilot's Licence	
Second Pilot's Age:	35 years	
Second Pilot's total flying experience:	410 hours (of which 24 hours were on type)	

The aircraft was making an approach to a grass strip 1,000 yards long and surrounded by trees, The co-pilot was flying the aircraft from the front seat, and because of a steep up-slope to the first half of the strip, he was briefed to aim to touch down some 475 yards from the far end. Full flap and carburettor heat had been selected. After the initial flare, the aircraft continued to float to such an extent that the pilot-in-command considered that any subsequent touch-down would result in an overrun into the trees; he therefore took control and initiated an overshoot (missed approach), selecting full throttle and flaps up to half extension, with carburettor heat remaining selected to warm air. According to the pilots, the engine did not appear to develop the maximum available power until 2–3 seconds had elapsed; this, however, is not unknown on the Chipmunk when the throttle is advanced rapidly.

After climbing away at 45 kt, the aircraft struck the surrounding trees at 10–12 feet below the tops. The outboard section of the left wing detached and the aircraft came to rest, inverted, on tangled undergrowth. The occupants were uninjured and there was no fire, but the aircraft was destroyed.

In this instance, the loss of power caused by the continued use of carburettor heat is not thought to have been sufficient to affect the outcome.