

**No: 8/85**

**Ref: EW/G85/05/18**

**Aircraft type and registration:** Beagle Pup G-AXEX (light single engined fixed wing aircraft)

**Year of Manufacture:** 1959

**Date and time (GMT):** 28 May 1985 at 1755 hrs

**Location:** Donnington Park

**Type of flight:** Training

**Persons on board:** Crew — 2                      Passengers — None

**Injuries:** Crew — 2 (serious)              Passengers — N/A

**Nature of damage:** The aircraft was damaged beyond repair

**Commander's Licence:** Airline Transport Pilot's Licence

**Commander's Age:** 37 years

**Commander's Total Flying Experience:** 3305 hours (of which 200 were on type)

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

After 40 minutes of circuit training for a pre-solo student, the instructor simulated an engine failure after take-off. He therefore closed the throttle at 500 feet agl and selected carburettor heat on. The student selected the correct attitude and speed and turned towards a suitable pasture ahead and to the right. At the position where flap would be selected, the instructor told the student to apply full power and climb away. The engine did not respond so he took control and closed the throttle again. Further selection failed to produce the desired engine response and so, having checked the fuel and air supply selections, he prepared the aircraft for a forced landing.

The previously selected field was partially obstructed with trees and bushes which increased in density towards the far end then sloped steeply down towards a river valley. During the forced landing the aircraft overran the relatively clear area into the dense bushes and onwards down the slope towards the river, coming to an abrupt halt against a substantial tree. The aircraft sustained severe damage to the starboard wing, the fuselage and the tailplane. However, despite a ruptured right fuel tank, there was no fire. Both occupants were able to leave the aircraft via the port door despite their injuries.

Subsequent examination of the wreckage provided no evidence of a pre-impact mechanical failure. However, only 2 gallons of fuel were recovered from the left tank, there was no evidence of spillage from the ruptured right tank and there was no fuel in the carburettor.