No: 11/91 Ref: EW/G91/08/20 Category: 1c

Aircraft Type and Registration: Avions Starck AS80, G-BJAE

No & Type of Engines: 1 Continental A65 piston engine

Year of Manufacture: 1948

Date & Time (UTC): 17 August 1991 at 1010 hrs

Location: Woburn Park, Bedfordshire

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - 1

Injuries: Crew - Serious Passengers - Serious

Nature of Damage: Engine bearers detached and partial collapse of the

front fuselage to the leading edge of the wings

Commander's Licence: Private Pilot's Licence

Commander's Age: 41 years

Commander's Flying Experience: 336 hours (of which 205 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot

and AAIB visit to the site

The pilot was enroute to a DH Moth Club 'fly in' at Woburn Park and had received a club briefing sheet prior to the event. This sheet gave a pictorial description of the site and the runway layout indicating its direction as 210°M and length as 1,800 feet. No indications of terrain or vertical obstructions were included on the briefing sheet. The pilot joined downwind for an approach onto Runway 21. Because the strip lies in a basin it is difficult to see from downwind. Trees on the final approach also hinder visual acquisition of the strip. On finals the pilot was told that the surface wind was 240°M at 15 kt gusting to 20 kt. This gave a crosswind component of about 14 kt. Influenced by the crosswind and the gusts the pilot made a faster than normal approach and then attempted to hold off at touch down but touched down prematurely and bounced. He held the attitude in the hope that the aircraft would settle onto the runway but the aircraft bounced again. The pilot therefore elected to goaround and applied power. The aircraft skipped and then climbed away. However, at this stage the speed was slow and immediately ahead was a line of mature oak trees. In order to miss these trees the pilot executed a steeply banked turn to the left to cross a lake, only to be met by rising ground which the aircraft paralleled. At the top of the hill was another line of tall oak trees. At this point the aircraft was flying downwind and although it crossed trees on the lower slope it became apparent to the pilot that the aircraft would not clear those at the top. He saw a gap between two trees to his left and decided that he could fit his wing tip through it and so applied aileron and rudder to manoeuvre in that direction. It was the last thing the pilot remembered before the aircraft struck the ground.