

**AAIB Bulletin No:** 1/94

**Ref:** EW/G93/10/07

**Category:** 1.3

**Aircraft Type and Registration:** Auster 5 Alpha, G-BDFX

**No & Type of Engines:** 1 Lycoming O-290-3 piston engine

**Year of Manufacture:** 1944

**Date & Time (UTC):** 10 October 1993 at 1430 hrs

**Location:** Oaksey Park Airfield, Wiltshire

**Type of Flight:** Private

**Persons on Board:** Crew - 2                      Passengers - None

**Injuries:** Crew - None                      Passengers - N/A

**Nature of Damage:** Damage to engine cowlings, propeller, landing gear, lift struts, fin, rudder and auxilliary fuel tank

**Commander's Licence:** Private Pilot's Licence with IMC Rating

**Commander's Age:** 36 years

**Commander's Flying Experience:** 246 hours (of which 87 were on type)  
Last 90 days - 21 hours  
Last 28 days - 3 hours

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

On the day of the accident the pilot in comand (PIC) was seated in the right seat whilst the pilot in the left seat gained experience on the type. The aircraft had returned from Popham to its home airfield where the pilot carried out several circuits and landings. During the last landing prior to the accident the aircraft landed heavily and bounced. The PIC took control, applied power and performed a go-around. In order to save time, he flew a tight circuit with the intention of positioning the aircraft on final approach. However during the downwind leg, the engine began to lose power. The engine briefly picked up as the PIC 'pumped' the throttle but then stopped completely, with the aircraft at approximately 200 feet agl. The aircraft was turned towards the runway, but had insufficient height in which to complete the turn. After passing beneath some power cables, the aircraft touched down but ran across a ditch, causing it to nose over onto its back. The two occupants, who were both wearing full harnesses, were unhurt and made their escape through the aircraft doors. Subsequent examination found no blockages within the fuel system on the aircraft. The pilot stated that he believed that the engine failure had been caused by fuel starvation, possibly precipitated by manoeuvres during the last circuit uncovering the supply pipe in the fuel tank.