

**AAIB Bulletin No:**

**Ref: EW/G94/06/32**

**Category: 1.3**

**Aircraft Type and Registration:** Hoffman H 36 Dimona, G-BNUX

**No & Type of Engines:** 1 Limbach L 2000-EBIC piston engine

**Year of Manufacture:** 1987

**Date & Time (UTC):** 29 June 1994 at 1830 hrs

**Location:** Clyne Common, Swansea

**Type of Flight:** Private

**Persons on Board:** Crew - 1 Passengers - None

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

**Nature of Damage:** Damage to landing gear and tail unit

**Commander's Licence:** Private Pilot's Licence with IMC and Night Ratings

**Commander's Age:** 36 years

**Commander's Flying Experience:** 604 hours (of which 24 were on type)  
Last 90 days - 17 hours  
Last 28 days - 8 hours

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

The aircraft had been at Cardiff Airport overnight following a diversion due to bad weather. The pilot collected the aircraft the next day. He was unable to dip the fuel tank contents. The fuel gauge showed 1/4 full, sufficient for the intended 30 minute flight to Swansea. A calculation, based on the 17.5 gallons total capacity of the aircraft, using a fuel consumption of 2.5 gallons per hour and 5 hours flown since the last refuelling suggested some 5.0 gallons remaining, sufficient for about two hours of flight.

The flight progressed uneventfully until about 5 nm from Swansea when the engine stopped. The pilot feathered the propeller and checked the fuel contents gauge which still showed about 1/4 full. The aircraft was at some 2,500 feet amsl but due to a headwind component the pilot decided against trying to stretch the glide to Swansea. He therefore selected a suitable field for a forced landing and made a normal approach, however at a late stage in the approach he became aware that, in addition to a downhill slope, there was a wire fence across the field. Also, very shortly before touchdown some

horses passed in front of the aircraft. The pilot raised the nose and cleared both the fence and the horses but was then committed to landing on rough ground beyond, during which the landing gear and fin were damaged.

Subsequent enquiries by the pilot revealed that at the start of the five hours of flying, the tanks were not at full fuel capacity, and there had only been sufficient fuel for some 5 1/2 hours flying.