

No: 11/91

Ref: EW/G91/09/01

Category: 1c

**Aircraft Type and Registration:** Auster AOP9, G-BDXY  
**No & Type of Engines:** 1 Blackburn Bombadier 203 piston engine  
**Year of Manufacture:** 1961  
**Date & Time (UTC):** 1 September 1991 at 1535 hrs  
**Location:** Southend Hill, Cheddington, Buckinghamshire  
**Type of Flight:** Private  
**Persons on Board:** Crew - 1 Passengers - None  
**Injuries:** Crew - Minor Passengers - N/A  
**Nature of Damage:** Aircraft destroyed by post-crash fire  
**Commander's Licence:** Private Pilot's Licence with IMC rating  
**Commander's Age:** 62 years  
**Commander's Flying Experience:** 670 hours (of which 205 were on type)  
**Information Source:** Aircraft Accident Report Form submitted by the pilot

The accident occurred shortly after taking-off from Cheddington airfield. Prior to take-off, the normal checks had been completed, including power checks, and the engine had been running for about seven minutes prior to the start of the take-off roll. However, at about 200 feet agl the engine began to run very roughly and the aircraft was unable to maintain height. The pilot elected to turn towards sloping ground to his left, since there was a railway embankment and a village ahead, and a cement works to the right. The best field available for a forced-landing was a rounded hill with steep slopes. The pilot attempted to land uphill in an easterly direction, since there was a light north-easterly breeze at the time. During the approach to land the aircraft stalled at about 20 feet agl, the left wing dropped and the aircraft struck the ground. The pilot suffered only minor injuries and was able to leave the aircraft unaided. A small fire started near the engine and this rapidly spread aft of the firewall and engulfed the aircraft, which was destroyed. The pilot subsequently stated that he believed that the full harness which he was wearing had saved his life.

The aircraft had approximately 15 gallons of 100LL Avgas fuel on board at the time of the accident. The engine was examined after the accident and had not seized. Due to fire damage it was not possible to examine the fuel injection system or magnetos in detail. No reason for the loss of power was established.