

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Beagle Aircraft E3 (Auster AOP 11), G-ASCC	
<b>No &amp; Type of Engines:</b>	1 Continental Motors Corp IO-470-D piston engine	
<b>Year of Manufacture:</b>	1962	
<b>Date &amp; Time (UTC):</b>	29 July 2007 at 1905 hrs	
<b>Location:</b>	Filkins near Lechlade, Gloucestershire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 2
<b>Injuries:</b>	Crew - 1 (Minor)	Passengers - 2 (Minor)
<b>Nature of Damage:</b>	Substantial	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	59 years	
<b>Commander's Flying Experience:</b>	11,000 hours (of which 34 were on type) Last 90 days - 70 hours Last 28 days - 25 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and AAIB enquiries	

## Synopsis

During a go-around, the aircraft struck a tree. The pilot attributed the accident to distraction with the flap system during the go-around.

## History of the flight

The pilot's intention was to land in a large field. After a low approach and fly-past to check the surface, the pilot began a landing approach. The aircraft floated further than anticipated and the pilot reasoned that he might be unable to stop safely in the distance remaining. He then applied full power and readjusted the flaps to the takeoff setting. Whilst positioning the flaps, the pilot's attention was focused on the flap lever. He then realised the aircraft had swung approximately

20 degrees to the left and was heading towards a tree at the edge of the field. Unable to avoid the tree, the pilot attempted to fly over it, but was unsuccessful. The aircraft struck the top of the tree and fell into the field beyond in a wings-level but nose-down attitude, and slid approximately 30 ft before coming to rest. The pilot and passengers were able to vacate the aircraft, although all three suffered minor injuries.

The pilot suggested that two factors precipitated the accident. One factor was that the flap lever hydraulic system required pumping, which diverted the pilot's concentration away from maintaining the intended heading during the go-around. The other suggested

factor was the pilot's lack of familiarity with the go-around characteristics of the aircraft in an aborted landing situation.