

**Aircraft type and registration:** Varga 2150 A Kachina G-JLTB (light single engine fixed wing aircraft)

**Year of Manufacture:** 1980

**Date and time (GMT):** 11 December 1984 at 1033 hrs

**Location:** Winford, 4 miles east of Bristol (Lulsgate) Airport

**Type of flight:** Private (business)

**Persons on board:** Crew — 2                      Passengers — None

**Injuries:** Crew — 2                      Passengers — None

**Nature of damage:** Substantial — beyond economic repair

**Commander's Licence:** Commercial

**Commander's Age:** 41 years

**Commander's total flying experience:** 3095 hours (of which 35 were on type)

**Information Source:** Aircraft Accident Report Form submitted by the pilot

The aircraft was on a flight from Blackpool to a private landing strip near Warminster, Wilts. The aircraft was refuelled to a reported full tanks two days before the date of the accident flight for an early departure on that day. The fuel gauges were noted to be erratic during ground start and manoeuvring, and did not initially stabilise in flight. After ten minutes flight the fuel gauges indicated half full and the pilot decided to divert to Halfpenny Green for a visual check and if necessary, refuel. The visibility at Halfpenny Green and Staverton was reported as 50 metres with Bristol as CAVOK. The flight was therefore continued to Bristol where, due to a deterioration in the weather, a Surveillance Radar Approach (SRA) was requested.

The fuel gauges were reading slightly below one quarter full during the initial approach to the airfield, then empty during the SRA. At a range of approximately 3 miles from touchdown the engine stopped and a forced landing was carried out in a ploughed field. The occupants vacated the aircraft, the pilot returning after a short interval to call Bristol ATC for assistance on the aircraft's RTF equipment. Both occupants suffered minor injuries.

The aircraft received damage to the main spar and undercarriage and is at present considered to be beyond economic repair.

The pilot believes that 10—14 imp gallons of fuel were removed from his aircraft after its last re-fuelling. A visual check of fuel contents was not carried out before the accident flight.