

Fred Series 3, G-USTY, 14 July 1996

AAIB Bulletin No: 10/96 Ref: EW/G96/07/19 Category: 1.3

Aircraft Type and Registration:	Fred Series 3, G-USTY
No & Type of Engines:	1 Volkswagen 1834 piston engine
Year of Manufacture:	1990
Date & Time (UTC):	14 July 1996 at 1415 hrs
Location:	North of Ollerton, Nottinghamshire
Type of Flight:	Private
Persons on Board:	Crew - 1 Passengers - None
Injuries:	Crew - None Passengers - N/A
Nature of Damage:	Damage to propeller, landing gear and fin
Commander's Licence:	Private Pilot's Licence
Commander's Age:	62 years
Commander's Flying Experience:	409 hours (of which 1 was on type) Last 90 days - 12 hours Last 28 days - 4 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot and AAIB enquiries

The intended flight was a local flight from Netherthorpe airfield, near Worksop. The pilot reported that, about 20 minutes into the flight, the engine began to lose power intermittently, although it was being periodically starved of fuel. As the power fluctuations became more frequent and more severe the pilot decided to carry out a precautionary landing in a corn field. However, during the landing roll, which was very short, the aircraft nosed-over causing damage to the fin, landing gear and propeller.

It was not possible to test run the engine after the accident, but it was observed that the spark plugs were 'whiter' than normal. The pilot noted that a fuel pipe was routed over the top of the engine and concluded that fuel starvation due to a 'vapour lock' was the probable cause of the power loss. The fuel was Mogas, and a meteorological aftercast indicated that the temperature on the ground at the

time was 22°C and at 2,000 feet it was 10°C, with a relative humidity of 70%. For Mogas operation, fuel tank temperatures should not exceed 20°C.

The pilot stated that he intends to re-route the fuel pipe around a cooler area of the engine.