

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Beagle Auster D5 Series 180 Husky, G-ATMH	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-360-A2A piston engine	
<b>Year of Manufacture:</b>	1965 (Serial no: 3684)	
<b>Date &amp; Time (UTC):</b>	29 September 2013 at 1000 hrs	
<b>Location:</b>	Bovington Camp, Dorset	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Right main landing gear collapsed, damage to cowling, propeller and right wing	
<b>Commander's Licence:</b>	National Private Pilot's Licence	
<b>Commander's Age:</b>	83 years	
<b>Commander's Flying Experience:</b>	1,005 hours (of which 600 were on type) Last 90 days - 18 hours Last 28 days - 5 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

The aircraft had just taken off whilst towing a glider. As the pilot attempted to climb away, he felt that the engine was not delivering enough power to continue; the glider released and the pilot searched for a suitable place to make a forced landing. A concrete road cut through a spruce forest was selected but, on landing, the right wing clipped a tree, spinning the aircraft round through 180° before it came to a halt. No reason for the loss of power has been found but carburettor icing remains a possibility.

**History of the flight**

The aircraft was engaged on a glider towing sortie and had been flown by a different pilot without incident an hour or so before the accident flight. The pilot had done his pre-flight checks and started the engine normally before taxiing to the launch point where he performed the power assurance checks, noting that the magneto drop checks were normal. The glider, a Schleicher AS-K 13, was attached and takeoff to the south was commenced. After liftoff, the pilot banked to the right as normal, crossed the field boundary hedge at a height of about 25 ft and started to pull up into the climb with full power selected. However,

he would have expected and he lowered the nose to regain level flight. Again, speed did not increase, although there were no symptoms such as engine misfiring and the aircraft started, in the pilot's words, to "mush down".

The glider released and made a successful landing in open ground. The pilot of G-ATMH tried to lower the nose even further to increase airspeed which had dropped, he recalls, to about 40 kt. He initially considered trying to land back at the gliding field but realised that he was below the treeline between himself and the field and therefore would have to carry out a forced landing. He selected a concrete road cutting through the trees and attempted to land on it, but his right wing caught a tree. The aircraft spun through 180° before it came to rest with the right main landing gear collapsed. Throughout, the pilot believes that the engine continued to run but was not producing enough power to maintain level flight.

A limited examination of the engine did not reveal any obvious reasons for the power loss but it was noted that the weather conditions were conducive to carburettor icing

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#### **BULLETIN CORRECTION**

The following correction to this report was issued on 9 January 2014.

The original report stated '*The aircraft was engaged on a glider towing sortie and had been flown by a different pilot without incident an hour or so before the accident flight*'. The pilot has advised that this was a misunderstanding and that the accident flight was, in fact, **the first flight of the day**.