

No: 6/88

Ref: EW/G88/03/11

Category:1c

**Aircraft Type
and Registration:**

Amateur Construction Taylor Monoplane, G-BEMF

No & Type of Engines:

1 Volkswagen 1600 (Peacock) piston engine

Year of Manufacture:

1982

Date and Time (UTC):

27 March 1988 at 1830 hrs

Location:

Honiton, Devon

Type of Flight:

Private (pleasure)

Persons on Board:

Crew - 1

Passengers - None

Injuries:

Crew - 1 (Minor)

Passengers - N/A

Nature of Damage:

Aircraft destroyed

Commander's Licence:

Private Pilot's Licence

Commander's Age:

36 years

**Commander's Total
Flying Experience:**

69 hours (of which 8 were on type)

Information Source:

Aircraft Accident Report Form submitted by the pilot, and AAIB telephone enquiries and examination of parts of propeller

After approximately 30 minutes flight, the aircraft was reportedly flying straight and level at around 1000 feet agl, heading for a landing back at Dunkeswell, 3 nm away. The airspeed was 80 kts and the engine was rotating at about 3150 rpm. The pilot reported that there was a bang, followed by severe vibration and loss of power. Throttling back reduced the vibration, but the pilot was concerned about the possible effects on the aircraft and switched off the magnetos and prepared for a forced landing. The pilot found that no particularly suitable area was available, and was forced to select a field which was short (approximately 200 yards long), rather close, had the approach obstructed by a house and a large oak tree, and was bounded at the far end by the A35 trunk road and a steep down-slope.

The aircraft was not equipped with flaps and, in spite of maximum sideslip being used, arrived at roundout over the chosen field flying too fast. When it became clear to the pilot that the aircraft was floating towards the inhospitable overshoot area he steered into a line of hedging and small trees bordering the field, pulling back on the control column just before impact in order to present the underside of the aircraft. The aircraft emerged from the hedgerow with the engine, cowlings and fuel tank detached, leaving no structure forward of the pilot's seat. On contacting the ground, the rear fuselage structure aft of the pilot's seat detached. Attachments for the pilot's harness failed at this point and the pilot, who was wearing a helmet, was able to step clear, suffering from bruising and a minor graze. There was no fire.

A piece of the propeller approximately 20 x 3 inches in size, and comprising around one-third of one blade, was later recovered from a point beneath the flight path half a mile from the landing site. The propeller was two bladed, of Brazilian mahogany laminated construction, originally constructed with 32 inch pitch and 54 inch diameter but subsequently cropped to 52.5 inch diameter. It had reportedly been new when fitted to the aircraft a year before the accident and had accumulated 40 flying hours.

Markings and damage on the detached portion of blade, near the tip and at about two-thirds semi-span and originating at the leading edge, were consistent with the blade having struck some object prior to failure. Associated with the markings and damage were red smudges and small embedded fragments of a foreign material with the appearance of a red plastic. The aircraft was painted brown and orange, but the propeller spinner was of red glass reinforced plastic. No evidence of pre-failure defects in the propeller was found.