

No: 10/83

Ref: EW/ C 832

Aircraft type and registration:	Pazmany PL2 (Home-built light single engine fixed aircraft) G-PBAZ	
Year of Manufacture:	1978	
Date and time (GMT):	5 June at 1220 hrs	
Location:	Near Barton aerodrome, Manchester	
Type of flight:	Private (pleasure)	
Persons on board:	Crew – 1	Passengers – 1
Injuries:	Crew – 1 (fatal)	Passengers – 1 (fatal)
Nature of damage:	Aircraft destroyed	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	40 years	
Commander's total flying experience:	145 hours (of which 29 hours were on type)	

During the morning of the day of the accident, a number of club members decided to fly their four aircraft in company from Netherthorpe (near Worksop) to Barton (Manchester). It was agreed that one of the aircraft would lead the group, and its pilot would be responsible for the navigation. Because of his level of experience, and the relatively high performance of his aircraft, the pilot of the Pazmany was asked to keep well behind the remainder of the group, and there is evidence that he complied with this request.

There were doubts regarding the suitability of the weather over the Pennines, and the aircraft flew initially to Crosland Moor (Huddersfield), where, after having landed, the crews discussed the prevailing weather with local club members. After approximately an hour on the ground, it was decided that the weather was acceptable, and the four aircraft took off for Barton. As the aircraft approached the aerodrome, a member of the group suggested on the RTF that the three aircraft in the lead tighten up to overfly Barton and then break into line astern on the dead side of the circuit. They were then to revert to normal circuit disciplines.

The aircraft, approaching from the northeast, made RTF contact with Barton Radio and were advised that the wind was 070°/10–15 kt and the runway in use 09, with a left hand circuit. There was no significant weather.

The three leading aircraft flew overhead in loose formation, then turned left to descend to circuit height (800') on the dead side of the circuit pattern. The Pazmany, which had been well to the rear, also joined the circuit and, whilst turning downwind, overtook successively, the number three and number two aircraft on their left and at a height estimated to be about 100' below them. Shortly afterwards, the passenger in the Pazmany (who had been identified as initiating all the RTF communications), called to the leader: "HAVE YOU GOT US IN SIGHT?". At about the same time, on reaching a point on the leading aircraft's left quarter, the Pazmany was seen to roll to the left. The roll continued until the lateral axis was over the vertical, and the aircraft adopted a steep nose down, descending turn to the left. After a number of turns, which witnesses estimate to have been between 2 and 5, the aircraft struck the peaty ground in a steep nose down attitude. The engine and forward end of the cockpit, up to the instrument panel, were embedded in the soil.

The upper torso restraint for both occupants was secured by very strong attachments to a cross-member riveted to the fuselage. Upon impact, the four rivets securing each end of the cross-member failed and, although this particular accident was thought to have been non-survivable, both occupants received severe head injuries consistent with 'jack-knifing'.

The aircraft had been constructed and finished to a very high standard. After a detailed examination of the airframe and engine, there was no evidence of a malfunction or failure which could have contributed to the accident.