

AAIB Bulletin No: 8/95

Ref: EW/G95/07/02

Category: 1.3 and 1.4

**Aircraft Type and Registration:** i) Casa 1-131E 2000 Jungmann, G-BPVW, biplane  
ii) Gemini Flash, G-MNGW, weight-shift microlight

**No & Type of Engines:** i) 1 Tigre G-IV-B piston engine  
ii) 1 Rotax 447 piston engine

**Year of Manufacture:** i) 1955                      ii) 1985

**Date & Time (UTC):** 2 July 1995 at 1655 hrs

**Location:** Itchenor, West Sussex

**Type of Flight:** i) Private                      ii) Private

**Persons on Board:** i) Crew - 1                      Passengers - 1  
ii) Crew - 1                      Passengers - 1

**Injuries:** i) Crew - None                      Passengers - None  
ii) Crew - None                      Passengers - None

**Nature of Damage:** i) Lower port wingtip leading edge damaged and under surface scuffed  
ii) Substantial damage to the port wing structures and the material torn or missing in three places

**Commander's Licence:** i) Basic Commercial Pilot's Licence  
ii) Private Pilot's Licence

**Commander's Age:** i) 48 years  
ii) 44 years

**Commander's Flying Experience:** i) 1,096 hours (of which 361 were on type)  
Last 90 days - 39 hours  
Last 28 days - 9 hours  
ii) 115 hours (of which 103 were on type)  
Last 90 days - 5 hours  
Last 28 days - 4 hours

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

The accident occurred when the two aircraft collided over Itchenor at about 1,500 feet. Both were clear of cloud and in conditions of good visibility.

G-BPVW ('VW') was returning to Goodwood from a local flight and the pilot states that the aircraft was heading 160°M, in level flight, at 1,300 feet on the Regional Pressure Setting (QNH) of 1,004 mb. The pilot of G-MNGW ('GW'), who was demonstrating straight and level flight to his passenger, states that they were heading 090°M, in level flight, at 1,500 feet on the QNH. Both pilots have since confirmed that they were definitely not climbing, descending, or turning and that they did not see the other aircraft until the impact.

The pilot of 'GW' felt a sudden jolt on the control bar and the aircraft went out of control for a few seconds. The aircraft had first jerked to the left followed by a strong swing to the right. Having regained control, the pilot assessed the damage and decided that, as he could maintain height with full power, he would return to Bracklesham, some 6 miles away. He landed the aircraft safely and without further incident. The pilot of 'VW' made a left turn and saw 'GW' in apparently controlled flight heading for Earnley (Bracklesham). Having called Goodwood on their approach frequency, 122.45 MHz, and reported the accident, he flew slowly back there and landed.

Upon receiving the information about the collision, the ATC at Goodwood immediately advised the emergency services of the whereabouts of 'GW', whose pilot later confirmed that it had landed safely.

Persons on board:	Crew: 1	Passenger: 0
Injuries:	Crew: 0	Passenger: 0
Nature of Damage:	Aerial damage	
Commander's Licence:	Student Pilot	
Commander's Age:	0 years	
Commander's Flying Experience:	No hours of flight were recorded Last 24 hrs - 0 hrs Last 7 days - 0 hrs Last 30 days - 0 hrs	
Information Source:	AAIB Field Investigation	
History of the flight:		

The pilot had started his flying training in August 1981. He was a student pilot at the time of the accident. He had completed the basic training for a private pilot's licence. His licence included the Navigation of the Test. The accident report was received from the pilot's logbook. The pilot was reported to be an average student pilot who was progressing well as a result of his own training programme. The accident report was received from the pilot's logbook.

The aircraft was a Cessna 441, a twin-engine aircraft. The pilot was a student pilot. The accident occurred on the 12th of August 1981. The pilot was flying solo. The aircraft was flying at a low altitude. The pilot was flying towards Bracklesham. The aircraft was flying at a low altitude. The pilot was flying towards Bracklesham. The aircraft was flying at a low altitude. The pilot was flying towards Bracklesham. The aircraft was flying at a low altitude. The pilot was flying towards Bracklesham.