

No: 1/90

Ref: EW/G90/11/06

Category: 1c

**Aircraft Type and Registration:** Auster J1N, G-AGYD

**No & Type of Engines:** 1 De Havilland Gipsy Major 1 piston engine

**Year of Manufacture:** 1946

**Date and Time (UTC):** 25 November 1990 at 1330 hrs

**Location:** Cawston, near Norwich, Norfolk

**Type of Flight:** Private

**Persons on Board:** Crew - 1 Passengers - 1

**Injuries:** Crew - Minor Passengers - None

**Nature of Damage:** Aircraft damaged beyond economical repair

**Commander's Licence:** Commercial Pilot's Licence with Instrument rating

**Commander's Age:** 36 years

**Commander's Total Flying Experience:** 831 hours (of which 198 were on type)

**Information Source:** Aircraft Accident Report Form submitted by the pilot and further enquiries by AAIB

The purpose of the flight was for the two pilots on board to practice forced landings. The pilot-in-command was an experienced Auster pilot and an authorised check pilot for the flying club that owned the aircraft. The weather was suitable for the intended flight.

When on finals for a field selected for a practice forced landing, the pilot saw a model aircraft operating close to that field and adjusted his approach towards a suitable alternative field. At a height that was not specified by the pilot in his accident report, he applied power and began a go-around. The engine was slow to pick-up. Soon afterwards a loud bang was heard and the aircraft fell to the ground. After leaving the aircraft the pilot discovered that the propeller had been shattered by collision with power cables some 20 to 30 feet above the ground. The poles supporting the cables had been hidden in trees on each side of the selected field.

The pilot later stated that he had initiated the go-around at a safe height but the delay in engine response had caused him to descend lower than he had intended. He thought that, although he had carburettor heat selected, the slow engine response might have been due to carburettor icing. The operating club had not specified a minimum safe height for go-around on practice forced landings.