

**No:** 11/88

**Ref:** EW/G88/08/06

**Category:** 1c

**Aircraft Type and Registration:** SA750 Acroduster 2, G-BLES

**No & Type of Engines:** 1 Lycoming O-360-A1A piston engine

**Year of Manufacture:** 1984

**Date and Time (UTC):** 14 August 1988 at 1700 hrs

**Location:** Bramfield Wood, near Stevenage

**Type of Flight:** Private (pleasure)

**Persons on Board:** Crew - 1                      Passengers - None

**Injuries:** Crew - None                      Passengers - N/A

**Nature of Damage:** Damage to landing gear, propeller, engine and two wing ribs

**Commander's Licence:** Private Pilot's Licence

**Commander's Age:** 34 years

**Commander's Total Flying Experience:** 877 hours (of which 71 were on type)

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

Five hours before this flight the engine crankcase had been changed because of a crack. The pilot had been dissatisfied with the engine performance since the change and was taking the aircraft to a maintenance base for investigation. Whilst in the cruise at 1000 feet agl he became aware of a slight mist on the windscreen; all engine indications were normal, but within minutes oil was splattering onto the windscreen. The aircraft was turned into wind, and, at that point, vision was totally obscured by oil and the oil pressure dropped rapidly to zero.

A forced landing was carried out in an undulating field surrounded by woods. The ground was wet and provided poor braking action so, with some 30 yards to run to the trees, left rudder was applied. The aircraft came to rest in approximately 10 yards, damaging the landing gear.

The oil loss had been caused by the failure of an aluminium alloy Constant Speed Unit oil line fitting attached to the crankcase, an exhaust pipe had also fractured. The engine was found to be mis-timed by 25° in advance.