

**No:** 12/88

**Ref:** EW/G88/06/15

**Category:** 1c

**Aircraft Type and Registration:** Bolkow BO-208C Junior, G-BOKW

**No & Type of Engines:** 1 Continental Motors Corp O-200-A piston engine

**Year of Manufacture:** 1969

**Date and Time (UTC):** 29 June 1988 at 1405 hrs

**Location:** near Staverton Airport, Cheltenham

**Type of Flight:** Initial Air Test

**Persons on Board:** Crew - 2                      Passengers - None

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

**Nature of Damage:** Substantial

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

**Commander's Age:** 70 years

**Commander's Total Flying Experience:** 10,000 hours (of which 2500 were on type)

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

The aircraft had recently been assembled and had been prepared for an Initial Air Test flight. After completing engine runs and checks, the pilot obtained permission from ATC for a "fast taxi-run" along runway 27. During this run the aircraft was lifted-off the runway to about ten or fifteen feet in order to check the control responses, which were normal.

The aircraft was landed back on the runway and returned to the holding point. The pilot carried out further engine and pre-flight checks before obtaining ATC clearance to take-off. During the climb all indications were normal, but as the aircraft levelled off at 1000 feet the maximum engine speed at full throttle was only 2000 rpm. The pilot advised ATC of the power loss and requested a "straight-in" approach to runway 09, which was granted. While the aircraft was returning to the airfield, the pilot tried to establish the reason for the power loss but without success. The engine was running quite smoothly and at first the aircraft was able to maintain height, however the power then decreased further and the pilot realised that he could not get back to the airfield. He advised ATC that he intended to carry out a forced landing. Shortly after this all power was lost.

The fields in the area were very small and the pilot had to turn the aircraft through about 160° to head into wind. The aircraft developed a higher rate of descent than anticipated in the turn, and as it approached the selected field it became apparent that the field contained a large hedge, upon which the

aircraft came to rest. There was no injury to either occupant. The aircraft sustained substantial damage.

The engine was examined for defects which may have caused the power loss. In particular the operator had experienced progressive breakdown of magneto coils in the past, but no evidence of this, or any other defect, was found. The pilot considered that carburetor-icing was not likely. The aircraft was being operated on "four star" mogas. Weather at the time of the accident was suitable for the flight, with a wind of 8-10 kt, 240/250°, an ambient temperature of 19°C and 4-5 octas cloud cover, with the cloud base at 2500 feet.