

No: 6/85

Ref: EW/G85/05/14

Aircraft type and registration: Fred Series 2 G-OLVR (light single engined fixed wing aircraft)

Year of Manufacture: 1978

Date and time (GMT): 29 May 1985 at 1710 hrs

Location: RAF Henlow Airfield

Type of flight: Private (pleasure)

Persons on board: Crew — 1 Passengers — None

Injuries: Crew — None Passengers — None

Nature of damage: Damage to propeller, engine cowl, fin, wing, and rudder post

Commander's Licence: Private Pilot's Licence

Commander's Age: 46 years

Commander's total flying experience: 125 hours (of which 10 were on type)

Information Source: Aircraft Accident Report Form submitted by pilot.

The pilot, who was also the owner and constructor of this aircraft, took off with the intention of conducting a local flight. After climbing to approximately 700 feet, and when positioned at the start of the downwind leg of the circuit for R/W 14, the aircraft's rate of climb reduced markedly and the engine cylinder head temperature (CHT) rose. A short while later, as the engine noticeably lost power and the CHT continued to rise, the pilot decided on an immediate landing and headed for the threshold of R/W 14. However, it soon became apparent to him that the aircraft would not be able to glide that far so he elected to make a forced landing, into wind, in an adjacent cornfield. On contact with the standing crop the aircraft pitched over on to its back, but the pilot escaped without injury and there was no fire.

The engine fitted to this aircraft was basically a converted 1834 cc Volkswagen car engine. The pilot considers that the cause of the failure may be attributed to the air/fuel mixture ratio being too lean, although after making adjustments to the carburettors prior to this flight the engine had been ground run for several hours, during which time it performed normally.