

Aircraft Type and Registration:	Beech F33 Bonanza, G-BGSW	
No & Type of Engines:	1 Continental Motors Corp IO-470K piston engine	
Year of Manufacture:	1970	
Date & Time (UTC):	19 October 2004 at 1045 hrs	
Location:	Abingdon, Oxford	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Damage to propeller and underside of aircraft	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	40 years	
Commander's Flying Experience:	248 hours (of which 148 were on type) Last 90 days - 4 hours Last 28 days - 1 hour	
Information Source:	Aircraft Accident Report	

History of the flight

The following information was provided by the accompanying pilot. The aircraft took off from Blackbushe Airport at 1108 hrs, with a planned destination of Bournemouth. An easterly heading was established after takeoff and contact made with Farnborough Radar. Soon after this, the aircraft lost all electrical power. The aircraft was turned onto a northerly heading to avoid controlled airspace and the aircraft systems were checked. No signs of electrical power were evident, other than a partial carrier wave on the 'COM 2' channel. Blackbushe Airport was contacted via mobile telephone and advised of the pilot's intention to continue North to Wellesbourne Mountford, an airport with which he was familiar. The weather conditions then deteriorated, with rain and visual conditions below VFR limits. Abingdon Airfield was visually identified and Farnborough ATC was contacted by mobile telephone to advise them of the intention to land there. The landing gear was lowered manually, with 50 to 60 turns of the hand crank but, being unable to assess if the gear was fully down, the pilot opted to perform an engine-off landing. The engine was shut down and the fuel selected off when over the runway threshold. Although the aircraft landed very gently, the landing

gear collapsed. The aircraft maintained the runway centreline and came to a safe halt with no fuel spillage and no injuries to the pilot or passenger. The battery was subsequently disconnected as a precaution.

The following information was provided by Farnborough ATC. G-BGSW was routing from Blackbushe to Bournemouth in receipt of a limited Radar Information Service when, about 3 nm north-west of Blackbushe, communications and radar contact was lost. Enquiries with Blackbushe eventually established that the pilot had contacted them using his mobile telephone, to advise them that his aircraft's electrics had failed and that he was intending to fly to Wellesbourne Mountford. Blackbushe then called back to report that the pilot was now in IMC and requesting help. The pilot was given the Farnborough ATC telephone number and requested to phone the unit. The pilot made contact with them and after initially reporting IMC, he then advised that he had visual contact with an airfield below him. The Farnborough controller taking the call was able to identify the airfield as Abingdon and a request to RAF Benson (the adjacent airfield) confirmed a primary radar return orbiting over Abingdon. The pilot reported that he would be making an emergency landing and subsequently phoned to advise that the aircraft had made a wheels-up landing, but that all the occupants were uninjured.

Aircraft examination

The AAIB contacted the engineering organisation that recovered the aircraft from Abingdon. The aircraft's electrical system, normal landing gear system (which is electrically operated) and manual gear extension all operated satisfactorily when tested prior to recovering the aircraft. No further examination of the aircraft has been performed to date but should further relevant information become available, it will be reported upon in an update to this Bulletin.