

No: 9/91

Ref: EW/G91/07/07

Category: 1c

Aircraft Type and Registration: Stinson 105, G-BMSA
No & Type of Engines: 1 Continental A75 piston engine
Year of Manufacture: 1939
Date & Time (UTC): 5 July 1991 at 1930 hrs
Location: High Leadon, Gloucestershire
Type of Flight: Private
Persons on Board: Crew - 1 Passengers - 1
Injuries: Crew - None Passengers - None
Nature of Damage: Damage to cowlings, engine mount, wing struts and tail
Commander's Licence: Private Pilot's Licence
Commander's Age: 35 years
Commander's Flying Experience: 327 hours (of which 10 were on type)
Information Source: Aircraft Accident Report Form submitted by the pilot

During a flight from Barton the pilot experienced a sudden loud banging from the engine accompanied by a loss of power. The best performance available with the engine fluctuating between 1800-2000 rpm gave a speed of 80 mph and a sink rate of about 100 feet per minute. Oil temperatures and pressures remained normal and checking both magnetoes produced no difference. After a few minutes the engine suffered a further power reduction with further increase in engine noise.

The pilot elected to land in a field whilst some engine power remained, but his first attempt showed that he would overshoot the chosen field, even with full flap and sideslipping, due to a tailwind. At approximately 500 feet he turned into wind and found that his options had reduced to a large wheat field with wires across his path about 50 metres into the field. He cleared the wires before deploying full flap and sinking into the field. The wheat arrested his ground roll and the aircraft turned onto its back; the pilot and passenger evacuated without injury.

Examination of the engine showed that the exhaust flange attached to the No. 2 cylinder had fractured, allowing a blow-past of the exhaust gases. This had led to the subsequent failure of the No. 4 flange and the further loss of power.