

**SERIOUS INCIDENT**

<b>Aircraft Type and Registration:</b>	DHC-1 Chipmunk 22, G-BCPU	
<b>No &amp; Type of Engines:</b>	1 De Havilland Gipsy Major piston engine	
<b>Year of Manufacture:</b>	1953 (Serial no: C1/0839)	
<b>Date &amp; Time (UTC):</b>	8 September 2018 at 1235 hrs	
<b>Location:</b>	Near White Waltham Airfield, Berkshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	None	
<b>Commander's Licence:</b>	Comercial Pilot's Licence	
<b>Commander's Age:</b>	49 years	
<b>Commander's Flying Experience:</b>	1,024 hours (of which 300 were on type) Last 90 days - 34 hours Last 28 days - 15 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

During an aerobatic display the aircraft failed to respond to the pilot's control inputs due to a restriction in the rudder control circuit caused by a loose article. The pilot was able regain control of the aircraft and made a successful landing.

**History of the flight**

After completing the final manoeuvre of a display sequence, an aileron roll at 600 ft agl, the aircraft continued to roll and pitch nose-down despite the pilot's control inputs. The pilot reduced power and declared a MAYDAY. The pilot identified a restriction in the rudder controls which, after vigorous movement of all of the flying controls, cleared. The pilot regained control of the aircraft at 50 ft agl and, after turning the aircraft back towards the airfield, completed an uneventful emergency landing.

An inspection of the aircraft, carried out immediately after the flight, showed that the flying controls appeared to operate normally and were undamaged. A detailed inspection of the aircraft completed a few days after the event confirmed that there were no defects with the flying controls. However, a partially crushed pen was found within the fuselage. The damage to the pen indicated that it was the probable cause of the control restriction. The pilot reported that, prior to the incident flight, a pen top had been recovered from the rear cockpit of the aircraft during the pre-flight loose article check but no other articles had been seen.

As a result of the incident, the pilot has introduced more rigorous pre- and post-flight inspections of the aircraft for loose articles and only allows pens to be carried if they are securely tied to the pilot's or student's flying suit.