

ACCIDENT

Aircraft Type and Registration:	Boeing Stearman, N43YP	
No & Type of Engines:	1 P&W R1340 series piston engine	
Year of Manufacture:	1942 (Serial no: 75-6018)	
Date & Time (UTC):	26 May 2018 at 1245 hrs	
Location:	Turweston Aerodrome, Buckinghamshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Extensive	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	65 years	
Commander's Flying Experience:	1,255 hours (of which 143 were on type) Last 90 days - 8 hours Last 28 days - 8 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The aircraft suffered a total loss of engine power during the initial climb. The aircraft was extensively damaged during the subsequent forced landing, but the pilot was uninjured.

History of the flight

The pilot reported that, prior to departure, he operated the engine at full throttle and achieved an engine speed of 1,900 rpm with almost imperceptible 'mag-drop'. On applying full carburettor heat there was a 50 rpm engine speed reduction.

Shortly after takeoff, at approximately 100 ft, there was a sudden and complete loss of power. The pilot briefly considered landing ahead in a crop field but judged that this would almost certainly cause the aircraft to overturn. The position of the fuel tank within the centre section of the upper wing influenced his thinking. He therefore attempted to turn back and land in the downwind direction, albeit with limited confidence in a successful outcome. The aircraft struck the ground in a left wing-low attitude with a significant sink rate and was substantially damaged.

During a subsequent visit to the site, the pilot examined the crop field beyond the airfield boundary. He noted that it contained a tall bean crop and he felt that this confirmed his decision that a forced landing ahead would have been more hazardous.

Aircraft examination

Although the aircraft was extensively damaged, a decision was made to repair it. The engine will be sent to an overhaul facility for strip examination, shock-load inspection and replacement of any damaged components. The fuel system will also be examined closely. This work was yet to be completed at the time of publication of this bulletin.

Survivability

The pilot, who was uninjured, was secured by a full harness and the aircraft remained upright through the impact sequence.

Meteorology

The reported conditions on the day included a temperature of 19°C and a dewpoint of 15°C.

Examination of various published charts of carburettor icing probability show that the combination of temperature and humidity reported in this accident is not in the region in which serious icing can be expected at cruise power. It is thus reasonable to conclude that icing at climb power is unlikely to have occurred.

Conclusion

No obvious cause for the power loss has been found thus far; however, the repair of the aircraft and engine may provide evidence to explain the event.