

Aerosport Scamp, G-BOOW

AAIB Bulletin No: 1/98 Ref: EW/G97/11/17 Category: 1.3

Aircraft Type and Registration:	Aerosport Scamp, G-BOOW
No & Type of Engines:	1 Volkswagen 1834 piston engine
Year of Manufacture:	1988
Date & Time (UTC):	26 November 1997 at 1205 hrs
Location:	Earls Colne Airfield, Essex
Type of Flight:	Test Flight
Persons on Board:	Crew - 1 - Passengers - None
Injuries:	Crew - None - Passengers - N/A
Nature of Damage:	Nosewheel detached
Commander's Licence:	Basic Commercial Pilot's Licence with Instructor Rating
Commander's Age:	56 years
Commander's Flying Experience:	3,595 hours (of which 15 were on type) Last 90 days - 69 hours Last 28 days - 5 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

The aircraft was being flown to complete a Permit renewal flight test after the engine had been refitted following a complete strip and rebuild. Before the flight the aircraft was ground run and two high speed taxi tests were completed using the full range of power settings. All the pre-flight checks were repeated with normal engine indications and a take-off and climb initiated following which the after take-off checks were satisfactorily completed. At 300 feet a climb test was started, and 55 seconds later, whilst passing 700 feet, the pilot noticed that the engine RPM was declining at an almost imperceptible rate, so the nose was lowered and carburettor heat selected. There had been no recovery after about a minute, although operation of the throttle did have some effect, so the pilot concentrated on trying to recover to the airfield. The aircraft was turned into wind and it became evident that the airfield could not be reached. The pilot transmitted a Mayday, and as the propeller had stopped, switched off the fuel and the magnetos switches. The aircraft was landed in a 'set aside' field on its main wheels, but as the nose wheel touched the ground it became buried in the soft ground and detached. The aircraft tipped onto its nose and came to rest balanced on the nose and the leading edge of the top wing.

Subsequent examination showed that the fuel tank contained fuel; that there was no restriction in the supply of fuel to the carburettor, and that the engine turned freely with compression on all cylinders. The cause of the engine failure has not yet been determined, and any further relevant information received will be published as an addendum to this bulletin.