

# Champion 7GCBC, G-BAYZ

**AAIB Bulletin No: 2/2001**

**Ref: EW/G2000/12/07 - Category: 1.3**

**Aircraft Type and Registration:** Champion 7GCBC, G-BAYZ

**No & Type of Engines:** 1 Lycoming O-320-A2B piston engine

**Year of Manufacture:** 1973

**Date & Time (UTC):** 17 December 2000 at 1220 hrs

**Location:** Manor Farm, Compton, Wiltshire

**Type of Flight:** Private

**Persons on Board:** Crew - 1 - Passengers - None

**Injuries:** Crew - 1 (Minor) - Passengers - N/A

**Nature of Damage:** Damage to fuselage, wings, propeller, and engine shock loaded

**Commander's Licence:** Private Pilot's Licence

**Commander's Age:** 55 years

**Commander's Flying Experience:** 338 hours (of which 92 were on type  
Last 90 days - 8 hours  
Last 28 days - 3 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot

The aircraft took off from Manor Farm Strip and flew towards Salisbury, the pilot's intention being to land at Old Sarum. The weather was misty with a visibility of 3 km, patchy cloud at 1,000 feet and calm wind. En route, finding that the weather was unsuitable to continue the planned flight, the pilot decided to return to Manor Farm.

On arrival back at the strip he carried out some practice glide approaches to Runway 09. The third approach worked out too high for a safe landing and so a go-around was carried out. Full power was applied and the flap retracted to 14°. Initially power appeared normal but after a few seconds there was a loss of power and the pilot was unable to maintain height. The aircraft clipped a hedge at the end of the strip, passed over a silage clamp in the farmyard and then hit the top of a tractor parked nearby. The aircraft flipped over and came to rest inverted alongside a slurry pit in the farmyard.

The pilot, who was wearing a full harness, suffered only a minor injury and was able to vacate the aircraft through the door. In a frank report he considered that the likely cause of the power loss was carburettor icing.