

ACCIDENT

Aircraft Type and Registration:	Rans S10 Sakota, G-BWIA	
No & Type of Engines:	1 Rotax 582 piston engine	
Year of Manufacture:	1997	
Date & Time (UTC):	7 April 2007 at 1125 hrs	
Location:	Kingsnorth, Kent	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Landing gear collapsed, lower cowling and fuselage belly damaged	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	53 years	
Commander's Flying Experience:	332 hours (of which 3 were on type) Last 90 days - 0 hours Last 28 days - 0 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot and subsequent AAIB enquiries	

Synopsis

During the climb following a touch-and-go landing, the aircraft's engine "spluttered" and then stopped. The pilot was unable to restart it, so he carried out a forced landing into a field. No definite cause for the engine failure has been identified.

History of the flight

The pilot reported that he flew two circuits without incident, and was climbing away from the airfield after the second touch-and-go when the engine started "spluttering". He adjusted the throttle setting, but the engine stopped. An attempt to restart the engine was unsuccessful, and the pilot carried out a forced landing

into a field of knee-high rape seed. The landing gear collapsed and some damage occurred to the aircraft's underside. The pilot was uninjured, and exited the aircraft via the hatch.

The pilot did not know why the engine stopped, but believed that the possibilities included vapour locking in the fuel system or carburettor icing. Neither cause leaves symptoms readily identifiable for investigation.

The METARs for nearby Gatwick, Lydd, and Biggin Hill airports indicated that at the time of the accident, the temperature was +13°C and the dewpoint between +3°C and +5°C. The CAA Safety Sense Leaflet 14,

'Piston Engine Icing', describes how piston engines may be affected by icing, and includes a graph illustrating the likelihood of carburettor icing at various power settings, temperatures, and dewpoints. With a temperature of +13°C and dewpoint of +4°C, moderate carburettor icing is likely to occur at cruise power. The aircraft owner reported that he intended to fit carburettor body heaters to the aircraft's engine in order to reduce the possibility of carburettor icing.

Engine information

The operating manual for the Rotax 582 engine includes the following warnings:

WARNING

'This engine, by its design, is subject to sudden stoppage. Engine stoppage can result in crash landings, forced landings or no power landings...'