

Rand KR-2, G-BWNN

AAIB Bulletin No: 1/2002 **Ref:** EW/G2001/05/11 **Category:** 1.3

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| Aircraft Type and Registration: | Rand KR-2, G-BWNN | |
| No & Type of Engines: | 1 Revmaster (converted Volkswagen) piston engine | |
| Year of Manufacture: | 2001 | |
| Date & Time (UTC): | 12 May 2001 at 1315 hrs | |
| Location: | 1 mile south of Sturgate Airfield, Lincolnshire | |
| Type of Flight: | Private | |
| Persons on Board: | Crew - 1 | Passengers - None |
| Injuries: | Crew - 1 (Serious) | Passengers - N/A |
| Nature of Damage: | Beyond economic repair | |
| Commander's Licence: | Private Pilots Licence | |
| Commander's Age: | 68 years | |
| Commander's Flying Experience: | 565 hours (of which 34 were on type) | |
| | Last 90 days - 10 hours | |
| | Last 28 days - 6 hours | |
| Information Source: | Aircraft Accident Report Form submitted by the pilot | |

The accident flight was the aircraft's second flight since completion. The previous flight had been on 21st April when, in the command of the same pilot (a Popular Flying Association Inspector), a single circuit, lasting approximately 15 minutes, had been flown. Following this, he requested some modifications.

Upon completion of these, the aircraft was readied for its second flight. The commander discussed his plans with the duty pilot, which included his intention to turn right towards the 'dead' side as soon as possible after take-off from Runway 09 and thence proceed to a point some 5 miles from the airfield to perform general handling checks. The weather was 'warm and sunny' with a light easterly wind.

The aircraft was held on the ground for about 10 minutes but took-off as planned. However, at a height of about 300 feet the engine started to run very roughly. Adjusting the throttle setting did not improve the situation and the pilot lowered the nose to maintain airspeed, selecting the one grass field in which he felt he could successfully force-land. He was aware of a large tree on his flight path but remembers nothing further. Evidence on the ground suggested that the aircraft had clipped the tree and then landed heavily on all three wheels, breaking-off the nose landing gear and inverting the aircraft. Pictures of the accident site show the aircraft lying inverted, with the engine lying detached under the left wing. Any structure forward of the cockpit was destroyed. The pilot's major injury was the fracture of several ribs, but he has made a full recovery. He makes the observation that he believes that he would have been killed had he not been wearing a full, four-point harness.

There were no obvious external signs of a problem with the engine, which still turned freely. Theories have been advanced concerning the possibility of vapour-locking, given the warm day and the delay in taking-off, but these cannot be substantiated. The engine, which was remarkably little-damaged, was recovered and sold-on to third-party who has advised his intention to strip-inspect it with a view to recovering many of the components. He has agreed that should he find anything, which could account for the loss-of-power during the strip, he will advise the AAIB.