

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Skyranger 582(1), G-CCDW	
<b>No &amp; Type of Engines:</b>	1 Rotax 582/48-2V piston engine	
<b>Year of Manufacture:</b>	2003	
<b>Date &amp; Time (UTC):</b>	13 March 2007 at 1720 hrs	
<b>Location:</b>	Cromer Airfield, Norfolk	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Collapsed undercarriage, damage to propeller, wing and cowling	
<b>Commander's Licence:</b>	National Private Pilot's Licence	
<b>Commander's Age:</b>	51 years	
<b>Commander's Flying Experience:</b>	298 hours (of which 233 were on type) Last 90 days - 8 hours Last 28 days - 4 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

After takeoff, on climbing through 300 to 400 feet, the aircraft engine suddenly stopped. The pilot made a forced landing in a field during which the landing gear collapsed.

climbing through 300 to 400 feet, the engine stopped and, despite his attempts, could not be re-started.

**History of the flight**

The pilot reported that before takeoff he completed all the required pre-flight inspections, ran the engine up to temperature and confirmed that all engine indications were normal. He then departed for a solo local area flight from Runway 18 at Cromer Airfield, a single grass strip surrounded by farmland. There was a westerly wind of about 4 kt, good visibility and a temperature of 15°C. The pilot stated that after takeoff, whilst

Before departure the pilot had assessed that should the engine fail on takeoff, his primary option would be to land in the field immediately to the east of the airstrip. When the failure occurred, he attempted to land in this field parallel to the crop furrows which ran in the same direction as the airstrip. However, with the height available, he was unable to turn far enough and landed at approximately 45° to the furrows. All three landing gear legs collapsed due to the rough ground on the landing roll. The pilot made the switches safe and turned off the fuel before vacating the aircraft, via his pilot's door.

**Comment**

The cause of the engine failure has not been determined.