

# **Cassutt Racer IIIM, G-BOMB, 22 June 1997**

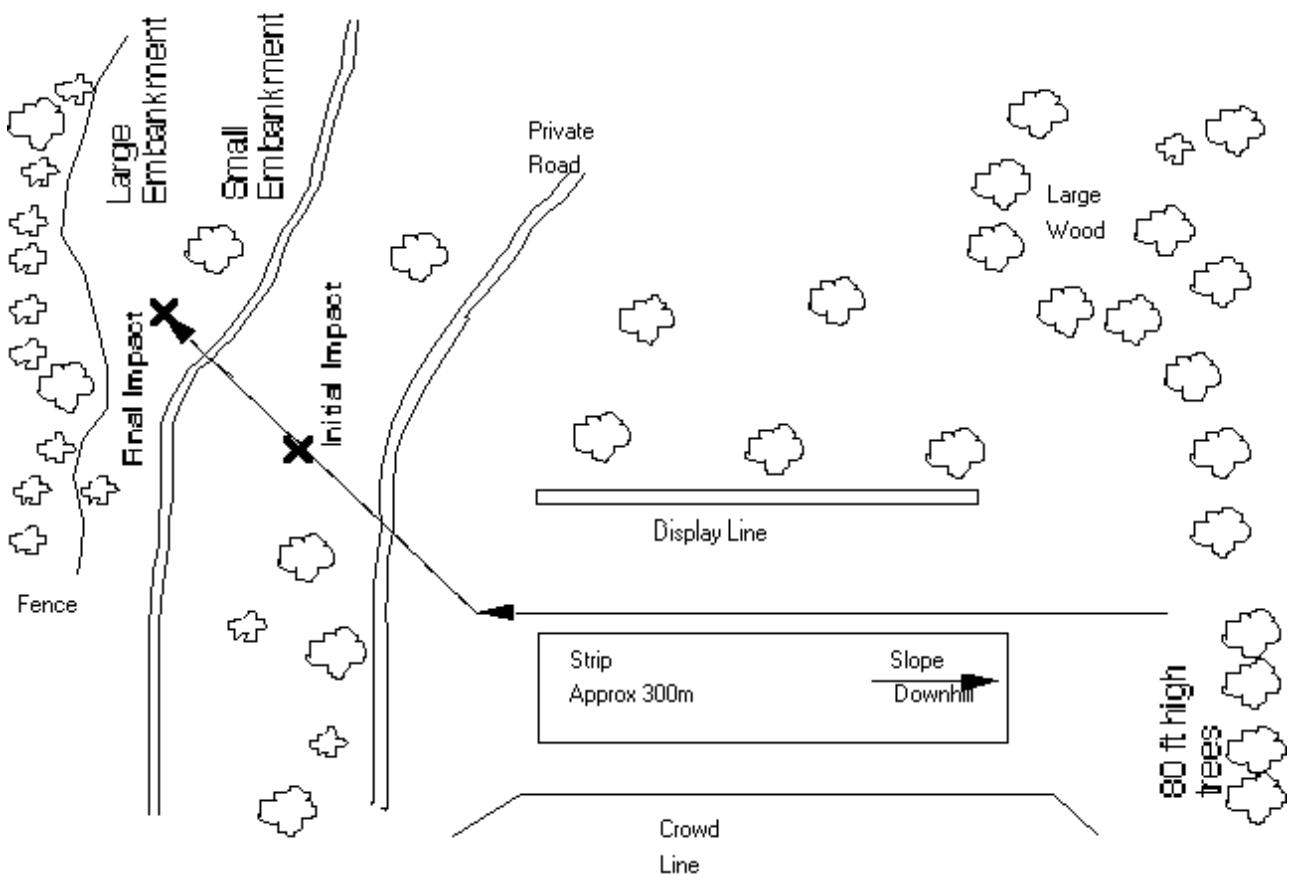
**AAIB Bulletin No: 8/97 Ref: EW/G97/06/16 Category: 1.3**

<b>Aircraft Type and Registration:</b>	Cassutt Racer IIIM, G-BOMB
<b>No &amp; Type of Engines:</b>	1 Rolls-Royce O-200-A piston engine
<b>Year of Manufacture:</b>	1988
<b>Date &amp; Time (UTC):</b>	22 June 1997 at 1330 hrs
<b>Location:</b>	Weston Park, Nr Telford
<b>Type of Flight:</b>	Display
<b>Persons on Board:</b>	Crew - 1 - Passengers - None
<b>Injuries:</b>	Crew - None - Passengers - N/A
<b>Nature of Damage:</b>	Extensive damage to engine, propeller and structure
<b>Commander's Licence:</b>	Private Pilot's Licence
<b>Commander's Age:</b>	35 years
<b>Commander's Flying Experience:</b>	265 hours (of which 23 were on type) Last 90 days - 15 hours Last 28 days - 10 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

The pilot flew the aircraft from Halfpenny Green to Weston Park for an air display and was required to hold in the local area for five minutes while another aircraft completed its display. Temperatures and pressures had been normal before take off and during the flight, and the engine was running smoothly.

The pilot commenced his display running in from the south along the display line at 250 feet and 220 mph and pulled up into a climbing Derry turn and descended to return along the display line in the opposite direction. This pass was followed by a wingover to position for the next pass. Halfway along the display line he entered a 360° turn to the left away from the crowd. On completion of the turn the pilot noticed a stream of white smoke appearing from below the left side of the engine cowling and, at the same time, the engine RPM began to drop, by this time he was at 250 feet over a large wood. He still had partial power from the engine and completed one orbit to position for a landing on the small strip at the display site which is approximately 300 metres long surrounded by

80 feet high trees. On final approach he reduced the speed to 100 mph which is the normal approach speed for the Cassutt, and once clear of the trees, entered a side slip to descend the last 100 feet to the strip.



The Cassutt has a very clean airframe and no flaps. When the pilot levelled the aircraft over the strip his speed had increased to 120 mph. It was now obvious to him that he had insufficient distance to land as the far end of the strip was edged by a row of large trees. To the right of the trees there was a small open area of uneven land, and the pilot turned away from the strip and crowd line towards this, levelled the wings and held the nose high. The aircraft struck a small embankment removing one landing gear leg and the propeller; the aircraft then bounced into a larger embankment, ground looped and came to rest tail up and facing in the opposite direction. The pilot turned off all the switches and fuel and vacated the aircraft uninjured.

The engine failure was caused by piston damage, occurring after approximately 100 flight hours since it had been fitted.