

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Denney Kitfox Mk 2, G-BSCG	
<b>No &amp; Type of Engines:</b>	1 Rotax 582 piston engine	
<b>Year of Manufacture:</b>	1992 (Serial no: PFA 172-11620)	
<b>Date &amp; Time (UTC):</b>	13 June 2014 at 1240 hrs	
<b>Location:</b>	Private strip, Blackshawhead, West Yorkshire	
<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>	Right wing and leading edge tube bent. Fuselage, engine cowling and propeller were all damaged	
<b>Commander's Licence:</b>	National Private Pilot's Licence	
<b>Commander's Age:</b>	66 years	
<b>Commander's Flying Experience:</b>	520 hours (of which 76 were on type) Last 90 days - 0 hours Last 28 days - 0 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The pilot reported that the aircraft had not flown for several months during which the fuel tanks had been drained and left empty. Approximately two weeks prior to the accident the aircraft had been refuelled with fresh fuel to enable engine ground runs to be carried out to check the performance of a new propeller. The engine performed satisfactorily. No defects were reported during the annual inspection for the revalidation of the Permit to Fly, which was carried out the day prior to the accident.

On the day of the accident the wind was described as light, the temperature and dew point were reported as 20°C and 15°C and the grass runway was damp. The aircraft was refuelled and a sample of fuel taken from the aircraft fuel strainer appeared to be normal. The engine power checks were satisfactory.

The aircraft accelerated normally along the runway and reached a height of approximately 9 ft when the engine suddenly lost power. The pilot reported that the aircraft immediately stalled and the right wing struck the ground pitching the aircraft onto its nose. The pilot who was wearing a four-point harness was uninjured. The cause of the loss of power was not established.

The pilot flew on average 20 hours a year and had last flown approximately six months prior to the accident flight.