ARV Super 2, G-BNHC, 4 August 1996

AAIB Bulletin No: 11/96 Ref: EW/G96/08/05 Category: 1.3

Aircraft Type and Registration:	ARV Super 2, G-BNHC
No & Type of Engines:	1 Hewland AE75 piston engine
Year of Manufacture:	1986
Date & Time (UTC):	4 August 1996 at 1200 hrs
Location:	Near Perth, Scotland
Type of Flight:	Private
Persons on Board:	Crew -1 - Passengers - None
Injuries:	Crew - None - Passengers - N/A
Nature of Damage:	Substantial damage to the wings and empennage; minor damage to the fuselage
Commander's Licence:	Private Pilot's Licence with Night Rating
Commander's Age:	41 years
Commander's Flying Experience:	315 hours (of which 120 were on type)
	Last 90 days - 37 hours
	Last 28 days - 16 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot plus telephone enquiries

On the morning of the accident the aircraft was flown from Aberdeento Perth (Scone) Airfield. About 25 minutes after landing, andwithout refuelling, the pilot departed for a short local flightto take some photographs. The aircraft took off without incidentin CAVOK weather conditions. A few minutes later, at 1200 ftagl, the engine tachometer indication suddenly dropped from thecruise setting of 5,800 RPM to 3,000 RPM with no significant changein the engine note. The pilot thought that he had lost powerand was losing altitude so he decided to make a precautionarylanding in a field. He was limited in his choice of suitablefields and he decided to land in the best available area whichhe could reach with any surety. Latterly during the approachhe became more convinced that the engine had lost power althoughit was still running. After clearing trees at the near end ofthe field the aircraft over-ran the available landing area andentered trees at the far end sustaining major damage. The propellerand engine passed between the trees and were undamaged whereasthe wings, which took the brunt of the impact, were severely damaged.

The aircraft was recovered from the field and the engine was testedby a local aircraft engineer. Apparently it started at the firstattempt and ran at high power but possibly not at full power.

The pilot stated that he had not used the carburettor heat duringthe flight either before or after the engine RPM reduction, therebeing no time to do so after the engine lost power. He had, however,applied carburettor heat several times on the flight from Aberdeento Perth. A more detailed investigation by the repair agencyof the powerplant and its systems has not been possible becausethe aircraft is impounded awaiting the outcome of negotiationsbetween the pilot and his insurers.