

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	BFC Challenger II Challenger, G-MYOZ	
<b>No &amp; Type of Engines:</b>	1 Rotax 503 piston engine	
<b>Year of Manufacture:</b>	1996	
<b>Date &amp; Time (UTC):</b>	1 November 2011 at 1200hrs	
<b>Location:</b>	Longside Airfield, Peterhead, Aberdeenshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 2	Passengers - None
<b>Injuries:</b>	Crew - 1 (Minor)	Passengers - N/A
<b>Nature of Damage:</b>	Right wing tip, landing gear leg, nosewheel, nose cone and propeller tip	
<b>Commander's Licence:</b>	National Private Pilot's Licence	
<b>Commander's Age:</b>	74 years	
<b>Commander's Flying Experience:</b>	180 hours (of which 180 were on type) Last 90 days - 1 hour Last 28 days - None	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

Whilst at about 650 ft in a left-hand circuit, a few minutes after taking off from Runway 28, the pilot reported that the engine lost power. After deciding that it was not possible to return to Runway 28, the pilot elected to land on Runway 10. The surface wind was stated to be 180° at 12 kt. At approximately 20ft aal, the pilot reported that the “into-wind wing was suddenly forced downwards which could not be corrected”. The right wingtip contacted the runway and the aircraft tipped onto its nose.

The pilot assessed that a possible cause of the loss of engine power was carburettor icing. The reported local weather conditions, when referenced against the Civil Aviation Authority's Carburettor Icing Prediction Chart, published in Safety Sense Leaflet No 14, indicated that serious carburettor icing could occur at any power setting.