

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Thruster T600N 450, G-CDSO	
<b>No &amp; Type of Engines:</b>	1 Jabiru Aircraft Pty 2200A piston engine	
<b>Year of Manufacture:</b>	2005 (Serial no: 1051-T600N-115)	
<b>Date &amp; Time (UTC):</b>	1 September 2012 at 1750 hrs	
<b>Location:</b>	2 nm south of Yarmouth, Isle of Wight	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - 1 (Minor)	Passengers - None
<b>Nature of Damage:</b>	Damage to front pod and windscreen, propeller, rudder pedal sub assembly and right wing front spar	
<b>Commander's Licence:</b>	National Private Pilot's Licence	
<b>Commander's Age:</b>	49 years	
<b>Commander's Flying Experience:</b>	89 hours (of which all were on type) Last 90 days - 2 hours Last 28 days - None	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The pilot prepared for a flight from a farm airstrip in fine, calm conditions. Pre-flight inspections and checks were normal, and there were 30 litres of fuel on board. After a satisfactory engine power check, and with all engine indications normal, the aircraft took off. After a local flight of about 45 minutes, the pilot returned to the airstrip for landing.

The aircraft was slightly fast on final approach, so the pilot decided to go around. As the aircraft started to climb under full power, the engine began making unusual noises and the pilot felt a significant loss of power. He

identified an area for landing which, to avoid obstacles and livestock, required a turn to the left, but was unable to land in the selected narrow stretch of ground. With rising ground beyond, he instead landed the aircraft at low speed in a substantial hedge that ran alongside. The pilot sustained a minor foot injury but both he and the passenger, who had been wearing full harnesses, were able to vacate the aircraft without assistance.

At the time of reporting, no reason for the loss of engine power had been established.