No: 3/88 **Ref: 1c**

Aircraft type and registration:	Amateur Construction Cassutt Racer III M G-RUNT	
No & Type of engines:	1 Lycoming 0235-C1 piston engine	
Year of Manufacture:	1982	
Date and time (UTC):	21 January 1988 at 1230 hrs	
Location:	Howe Farm, Nr Tillingham, Essex	
Type of flight:	Private (pleasure)	
Persons on board:	Crew — 1	Passengers — None
Injuries:	Crew — None	Passengers — N/A
Nature of damage:	Substantial — wing detached, propeller blade broken	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	38 years	
Commander's Total Flying Experience:	670 hours (of which 25 minutes were on type)	
Information Source:	Aircraft Accident Report Form submitted by the pilot and an AAIB telephone enquiry.	

The pilot, a prospective purchaser of the aircraft, carried out a thorough pre-flight inspection and ascertained that the aircraft had been refuelled to full tanks and the oil contents were satisfactory. He then boarded the aircraft and started the engine at the second attempt.

After carrying out magneto, power, and carburettor heat checks the pilot carried out three fast taxy runs at increasing speeds until he was satisfied that he could control the aircraft. A full power check, and exercising of the carburettor heat-control was carried out at the holding point of runway 24, and after take-off the aircraft departed to the north at 1000 feet.

Approximately 10 minutes after take-off the pilot advanced the throttle to initiate a climb, but realised that the propeller was windmilling and that there was no power. He carried out the usual magneto and fuel checks and applied carburettor heat but there was no response. The pilot then made an RTF call to Southend announcing an engine failure, and this and other RTF messages were monitored and relayed to Southend by a Chipmunk aircraft which had been following the Cassutt Racer.

A large field was selected for a forced landing and at 400 feet the fuel, magnetos, and the master switches were selected off. An approach was made under telephone wires and after the aircraft had landed, a wet patch was encountered and the aircraft tipped up onto its nose. The pilot, who was wearing full upper torso restraint, was uninjured and vacated the aircraft. There was no fire.

The pilot returned to the aircraft and had RTF messages relayed to Southend ATC by the following Chipmunk.

The cause of the power failure has not been determined, but the pilot considers that fuel starvation was the most likely cause. The Southend METAR at 1220 hrs included haze and a temperature of 05°C with a dewpoint of 04°C. These conditions are conducive to serious carburettor icing at any power.