

Lancair 235, G-RIDS, 10 July 1996

AAIB Bulletin No: 10/96 Ref: EW/G96/07/10 Category: 1.3

Aircraft Type and Registration:	Lancair 235, G-RIDS
No & Type of Engines:	1 Lycoming O-235-L2A piston engine
Year of Manufacture:	1993
Date & Time (UTC):	10 July 1996 at 1605 hrs
Location:	Brunton Aerodrome, Newcastle-Upon-Tyne
Type of Flight:	Private
Persons on Board:	Crew - 1 Passengers - 1
Injuries:	Crew - Minor Passengers - Minor
Nature of Damage:	Serious damage to engine, fuselage, landing gear and wings
Commander's Licence:	Private Pilot's Licence
Commander's Age:	26 years
Commander's Flying Experience:	162 hours (of which 50 were on type) Last 90 days - 4 hours Last 28 days - 2 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

The pilot was undertaking a circuit detail with the owner/builder in the right seat. Approximately half a tank of fuel was being carried and the aircraft was being operated at 100 lbs below its maximum weight of 1,400 lbs. After a full pre-flight inspection and normal pre-take off checks, one circuit was flown, but as the vertical speed indicator was seen to be slightly erratic, the aircraft was taken back to the hanger for investigation. Here, a small drop of water was found in the static line and removed. After a further run up to full power to re-check the operation of both magnetos and the carburettor heat, another take-off was commenced. With maximum power achieved the aircraft lifted off at 65 mph and a climb was initiated as it accelerated through 75 mph. At a height of between 50 and 100 feet, at which point the aircraft was some 2/3 of the way along the runway,

all engine power was suddenly lost. The pilot lowered the nose to maintain speed, but it was apparent that the aircraft could not be landed back on the runway. A landing straight ahead was therefore made, with touchdown occurring some 50 feet before the boundary trees and fence. After striking the boundary, the aircraft came to rest within 6 feet. There was no fire and the two occupants escaped unaided with only minor injuries.

An examination of the aircraft and engine failed to determine the cause of the power failure. It was confirmed that the engine was not seized, fuel (AVGAS) was present in the tank, the electric pump had been on, and the fuel filter was clean. Weather conditions for 1300 hrs local, given by the Met Office in an aftercast, were: wind 260°/10 kt, +22°C, dew point +14°C, dry, visibility 30 km, with no cloud. The surface relative humidity was 64%, but by the time of the accident at approximately 1700 hrs local this had risen to 74%.