

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Aeroprakt A22-L Foxbat, G-EOID	
<b>No &amp; Type of Engines:</b>	1 Rotax 912ULS piston engine	
<b>Year of Manufacture:</b>	2009 (Serial no: LAA 317A-14836)	
<b>Date &amp; Time (UTC):</b>	18 May 2013 at 1000 hrs	
<b>Location:</b>	Private strip, Sandford St Martin, Oxfordshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Nose and left main landing gear, tailplane	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	47 years	
<b>Commander's Flying Experience:</b>	390 hours (of which 42 were on type) Last 90 days - 3 hours Last 28 days - 3 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

The aircraft departed from a private, grass strip and at about 40 ft the engine suffered a marked loss of power. The pilot landed straight ahead in an adjacent grass field which had an uneven surface. During the landing roll the landing gear and nose were damaged.

**History of the flight**

The pilot intended to carry out a short local flight from a private grass strip located in a paddock. He was accompanied by a friend who was also a pilot and had flown the aircraft before, but not from this grass strip. They briefed the intended flight and carried out the necessary flight planning. A weather station in the paddock indicated a light wind from the west-north-west, producing a tailwind of about

2-3 mph which they considered allowed acceptable takeoff performance.

They performed a pre-flight inspection of the aircraft in the barn before refuelling it from a bulk fuel supply to ensure two hours flight time. Fuel samples were taken from the gascolator in the engine bay and the emergency drain under the fuselage. There was no evidence of water present in the fuel samples. The aircraft was moved out of the barn and the pilots walked the length of the strip where the owner pointed out the marker posts he used as go/no go points for takeoff performance and as go-around indicators for landing. They discussed the adjacent trees and the best climb out directions and agreed that the flight could be conducted safely.

Having returned to the aircraft they performed the checks from printed notes and discussed the fuel system, ensuring that both fuel selector handles were placed in the ON position. The engine started normally and the pilot checked that the oil had reached its normal operating range.

The aircraft was taxied to the western end of the strip for an easterly departure. The pre-takeoff checks were completed and the full power and magneto checks were all satisfactory. As they lined up, the anemometer of the weather station was not rotating and the pilot selected maximum power. The aircraft accelerated, lifted off at the expected point on the strip and climbed away. At

about 40 ft the engine note changed, with some rough running and a noticeable reduction in power. The pilot decided to land straight ahead in the adjacent uncut grass field. Soon after initial touch down, the aircraft bounced into the air and then landed heavily, stopping in a short distance. The pilot isolated the fuel and electrical systems and both occupants vacated the aircraft through the normal exits.

No explanation for the loss of power was identified and a post-accident inspection of the fuel revealed no water. At the low height and airspeed a straight ahead landing was the only option.