

ACCIDENT

Aircraft Type and Registration:	Tri Kis, G-BVZD	
No & Type of Engines:	1 Continental Motors Corp IO-240-B1B piston engine	
Year of Manufacture:	1995 (Serial no: PFA 239-12416)	
Date & Time (UTC):	8 June 2013 at 1150 hrs	
Location:	Near Thornton, Fife	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - 1 (Minor)	Passengers - N/A
Nature of Damage:	Aircraft destroyed	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	48 years	
Commander's Flying Experience:	68 hours (of which 17 were on type) Last 90 days - 4 hours Last 28 days - 4 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

Whilst in flight and when opening the throttle to climb, the engine failed. During the subsequent forced landing in a field, the nosewheel dug into the ground and caused the aircraft to flip over and come to rest inverted.

History of the flight

The pilot had fuelled the aircraft in preparation for a two-hour local flight from Fife Airport, Scotland. The pre-takeoff engine power checks were normal and the aircraft took off, departed the circuit to the south and climbed to 1,600 feet amsl without incident. Whilst waiting to obtain transit clearance from Edinburgh ATC, the pilot decided instead to fly firstly to the north and then toward the east in order to cross the Forth river outside controlled airspace.

The pilot briefly leaned the engine mixture, then selected full rich after which he waited for the engine to settle and checked that the temperatures and pressures were satisfactory. He then attempted to climb and advanced the throttle; the engine immediately failed and lost all power, although the propeller continued to "windmill". The pilot started to look for an appropriate field in which to carry out a forced landing and found that the majority of the fields in the immediate vicinity were not suitable as they had power cables running across them or were bounded by walls and houses. He carried out the normal forced landing procedure and attempted to restart the engine but without success, so he called a MAYDAY and then selected an appropriate crop field for the forced landing.

On landing in the crop, the nose wheel dug into the ground and collapsed; the aircraft flipped over before coming to rest inverted. The canopy of the aircraft had collapsed as the aircraft inverted and the pilot was trapped. He had been wearing a four-point harness and sustained minor injuries. He was able to make the

aircraft safe and use his mobile phone to call emergency services, who then assisted in freeing the pilot from the aircraft before taking him to hospital.

It has not been possible to establish the reason the engine failed in flight.