

Rearwin 175, G-BTGI, 16 May 1998 at 1030 hrs

AAIB Bulletin No: 8/98 Ref: EW/G98/05/24 Category: 1.3

Aircraft Type and Registration: Rearwin 175, G-BTGI

No & Type of Engines: 1 Continental A75-8 piston engine

Year of Manufacture: 1940

Date & Time (UTC): 16 May 1998 at 1030 hrs

Location: Lower Botrea Farm, Newbridge, Penzance

Type of Flight: Private

Persons on Board: Crew - 1 - Passengers - None

Injuries: Crew - None - Passengers - N/A

Nature of Damage: Minor damage

Commander's Licence: Private Pilot's Licence

Commander's Age: 52 years

Commander's Flying Experience: 742 hours (of which 169 were on type)

Last 90 days - 7 hours

Last 28 days - 1 hour

Information Source: Aircraft Accident Report Form submitted by the pilot and AAIB enquiries

The pilot was undertaking a pleasure flight from Lower Botrea Farm in Newbridge, Penzance, to Lands End. The weather conditions were reported as wind 010°/10 kt, 7 km visibility with no cloud. The temperature was 18°C, dew point 15°C. The pilot reported that it was "very warm". Power checks were carried out some 3 to 4 minutes before take off and were normal. During the take off from the grass strip, with a 7 kt crosswind component, when the aircraft was on the point of lifting off after some 300 yards, the engine misfired. The pilot immediately closed the throttle and landed the aircraft back on the strip. However, as the aircraft landed it weathercocked into wind and veered left off the strip into longer grass where it ground looped and inverted. However the pilot was uninjured and the aircraft sustained only minor damage.

Subsequent inspection found that the oil cooler had displaced during the accident and had badly damaged the carburettor. The carburettor was later dispatched for overhaul but it was considered too badly damaged for repair, or for assessment of any pre-impact defect. No reason for the engine misfire has been found to date. The aircraft was fuelled with 100LL Avgas. The reported temperature and dew point could have given rise to carburettor icing prior to the take off. The aircraft is currently being repaired and if a report from the maintenance organisation becomes available, any relevant information will be published in a future addendum to this Bulletin.