



On the day of the accident the aircraft had flown for 1 hour 15 minutes on an instructional detail which included climbing, descending, turns, and flight at different speeds. The instructor's next student carried out the pre-flight checks on the aircraft and it took off at 1458 hrs. The flaps were raised at 300 feet AGL and at 500 feet AGL a climbing turn to the right was commenced. Engine rpm suddenly decreased and the instructor decided to carry out a forced landing.

After closing the throttle, switching off the fuel, and lowering 30° of flap, he made a "Mayday" RTF call and carried out a forced landing in the selected field. There was a standing crop in the field reported as about 2 inches high. When the aircraft touched down on its main wheels, they dug into soft earth causing the aircraft to pitch down, and the noseleg then collapsed. The aircraft continued pitching nose down and turned over onto its back. Both occupants, who were wearing diagonal upper torso restraint, had to vacate the aircraft by the students door. The instructor received minor injuries and there was no fire.

The engine and its associated systems were thoroughly checked and were functioning normally. No trace of water contamination or foreign debris was found in any fuel system component. The maintenance engineers report that the fuel tanks were half full when they arrived at the site, and that the engine has subsequently been run for over an hour connected to an auxillary fuel tank.