

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Emeraude CP301A, G-BXAH	
<b>No &amp; Type of Engines:</b>	1 Continental Motors Corp C90-14F piston engine	
<b>Year of Manufacture:</b>	1962	
<b>Date &amp; Time (UTC):</b>	19 November 2011 at 1341 hrs	
<b>Location:</b>	Henstridge Airfield, Somerset	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - 1 (Minor)	Passengers - N/A
<b>Nature of Damage:</b>	Aircraft destroyed	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	64 years	
<b>Commander's Flying Experience:</b>	296 hours (of which 63 were on type) Last 90 days - 3 hours Last 28 days - 1 hour	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

Following an engine failure during takeoff, the aircraft stalled and was destroyed when it struck the ground.

**History of the flight**

After starting and warming the engine, the pilot taxied the aircraft to the intersection of the runway where he satisfactorily carried out the engine power checks and tested the carburettor heat. The aircraft was then taxied, at a low power setting, for approximately 340 m to the threshold of Runway 07. The pilot applied full power and the takeoff and initial climb were normal until the aircraft was at about 100 ft (agl) when the engine started to run rough and lost power. The pilot started to lower the aircraft nose whilst making a MAYDAY call and looking for somewhere to land. He then recalls

the ground rapidly rushing up and his next recollection was of finding himself trapped in the aircraft wreckage. The pilot, who suffered minor injuries, was released from the wreckage by a medic from the air ambulance unit that was based at the airfield. Photographs of the accident site indicate that the aircraft was in an incipient spin to the left when it struck the ground.

The pilot stated that he did not appreciate that when flying at the glide airspeed there would be such a marked difference in the pitch attitude of the aircraft with the engine stopped. Following the engine failure he considers that he did not move the control column quickly enough, or sufficiently far forward, to prevent the aircraft stalling and entering a spin to the left. The pilot also felt that

with a temperature of 15°C and dew point of 13°C the engine probably stopped as a result of carburettor icing. On reflection he believes that following the long taxi to

the runway threshold he should have applied carburettor heat to melt any ice before taking off.