

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Cherry BX-2, G-CGTE	
<b>No &amp; Type of Engines:</b>	1 Rotax 912-ULS piston engine	
<b>Year of Manufacture:</b>	2011 (Serial no: PFA 179-13386)	
<b>Date &amp; Time (UTC):</b>	6 April 2013 at 1130 hrs	
<b>Location:</b>	Croft Farm, Defford, Worcestershire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Damage to propeller, nose landing gear, cowling and engine	
<b>Commander's Licence:</b>	Airline Transport Pilot's Licence	
<b>Commander's Age:</b>	47 years	
<b>Commander's Flying Experience:</b>	16,700 hours (of which 7 were on type) Last 90 days - 141 hours Last 28 days - 58 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

The engine stopped abruptly and the aircraft landed in a fallow field close to the runway, during which the nose landing gear collapsed.

stopping completely. The pilot turned the aircraft to the right, intending to perform a downwind glide approach to grass Runway 09.

**History of the flight**

The purpose of the flight was to conduct a handling assessment following fitment of an engine cowling with a revised profile. After satisfactory high and low speed tests, the pilot returned to the farm airstrip and flew the aircraft at a height of 1,500 ft parallel to, and to the north of, Runway 09 so that he could observe the windsock, which indicated that the wind was from 030° at about 10 kt. However, as he was about halfway along the runway length, the engine rpm hunted twice before

Whilst in the turn he attempted to lower the landing gear, but found that the lever became snagged on the right thigh area of his flying suit and required both hands to free before he successfully extended the gear. During this period, the nose of the aircraft had dropped and it banked to the left. Regaining his desired attitude, the pilot realised that this, and the effect of the wind, meant that he would be unlikely to reach the runway. After three unsuccessful engine restart attempts, he landed the aircraft in a fallow field adjacent to the runway, during

which the nosewheel leg collapsed and the aircraft came to rest on its mainwheels and engine cowling.

The pilot commented that the nature of the engine stoppage suggested fuel starvation, but an examination immediately after the accident found sufficient fuel

onboard and no fuel system defect. The builder of the aircraft has undertaken to advise the AAIB of the results of an engine run.