

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Cassutt Racer IIIM, G-BFMF
<b>No &amp; Type of Engines:</b>	1 Continental Motors Corp O-200-A piston engine
<b>Year of Manufacture:</b>	1982 (serial no: PFA 034-10147)
<b>Date &amp; Time (UTC):</b>	19 October 2013 at 1149 hrs
<b>Location:</b>	North of Halfpenny Green Airfield, West Midlands
<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 fin and propeller
<b>Commander's Licence:</b>	Private Pilot's Licence
<b>Commander's Age:</b>	65 years
<b>Commander's Flying Experience:</b>	303 hours (of which 15 were on type) Last 90 days - 7 hours Last 28 days - 1 hour
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

**Synopsis**

The aircraft was engaged in circuit practice when, on base leg of the first circuit, the engine lost power. Unable to reach the runway, the pilot landed the aircraft in a ploughed field short of the runway threshold. It pitched over inverted and he was trapped in the cockpit until rescued by the Airfield Fire Service. He believes that he may have inadvertently selected the mixture control to fully lean on the downwind leg instead of applying the carburettor heat.

**History of the flight**

The pilot intended to carry out circuit practice. He completed the normal pre-takeoff checks, including magneto and carburettor heat checks. Everything was normal as the aircraft climbed to the circuit height of 1,000 ft but, a few seconds after turning onto base leg for Runway 16, the engine started to run down. The pilot found that he could keep it running in bursts by pumping the throttle, but this was insufficient to maintain altitude and he declared an emergency to the control tower.

He initially thought that he might be able to reach the runway but soon realised that he could not. He informed the tower and, about 10 seconds later, touched down in a soft and muddy ploughed field at a speed about 5 mph above the stall. The aircraft rolled for about 50 ft before pitching over inverted some 250 to 300 m before the runway threshold. The pilot

was trapped in the cockpit because he could not open the canopy. He radioed the tower, who advised him that the fire crew were on their way. Upon their arrival, the aircraft was righted and the pilot exited the aircraft normally.

### **Additional information**

The pilot is of the opinion that he may have inadvertently pulled the mixture lever instead of the carburettor heat. Upon vacating the aircraft he noted the mixture control was pulled fully lean but could not be sure that this had been done before the aircraft inverted. He advised that the mixture control on the Cassutt was in a similar place to the carburettor heat control on the Taylor Titch aircraft he had flown for a period of five years. Another possible factor was that, on the downwind leg, he had a number of exchanges with the tower concerning other circuit traffic and may have been distracted at the point where he normally selected the carburettor heat.