

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Nipper T.66 RA45 Series 3, G-AVKI	
<b>No &amp; Type of Engines:</b>	1 Sauer SE 1800 E2S piston engine	
<b>Year of Manufacture:</b>	1967	
<b>Date &amp; Time (UTC):</b>	6 August 2011 at 1130 hrs	
<b>Location:</b>	Honington, Suffolk	
<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, canopy, top of fin and nose leg	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	44 years	
<b>Commander's Flying Experience:</b>	290 hours (of which 22 were on type) Last 90 days - None Last 28 days - None	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The pilot took off from RAF Honington to practise circuits. He had completed his downwind checks, which included selecting the carburettor heat to hot. After turning onto the base leg and throttling back, the engine cut out. He checked the fuel selector and the magnetos, which were both ON. As the engine did not have an electric starter and given the height and distance to the runway threshold, the pilot had no option other than to make a forced landing. He selected a field short of the runway and then made a MAYDAY call.

The aircraft touched down, mainwheels first, approximately a third of the way down the large

ungrassed field. Soon after the nosewheel touched down the aircraft flipped over, coming to rest inverted and trapping the pilot. Passers-by helped to right the aircraft so that the pilot could free himself. The Suffolk Police Air Support helicopter, the local and RAF Honington fire services and an ambulance also attended the scene. The pilot was uninjured.

No obvious explanation could be found for the engine failure. The pilot considered that his frequent practising of forced landings and ensuring that the straps on his harness were tight prior to touchdown contributed to the safe outcome of this accident.