

AAIB Bulletin No: 6/94

Ref: EW/G94/04/05

Category: 1.3

Aircraft Type and Registration: Nord N3202-B1, G-BIZK

No & Type of Engines: 1 Potez 4D34D piston engine

Year of Manufacture: 1962

Date & Time (UTC): 4 April 1994 at 1803 hrs

Location: 1 mile west of Little Snoring Airfield, Norfolk

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - 1

Injuries: Crew - None Passengers - None

Nature of Damage: Extensive general damage

Commander's Licence: Private Pilot's Licence with Night Rating

Commander's Age: 45 years

Commander's Flying Experience: 741 hours (of which 181 were on type)
Last 90 days - 22 hours
Last 28 days - 8 hours

Information Source: Aircraft Accident Report Form submitted by the pilot and the engineering report from the repair agency

The aircraft took off from Runway 28 at Little Snoring Airfield; the surface wind was 280°/15 kt, the temperature was +5°C and the dewpoint was 0°C. At about 300 feet agl, the engine lost power; the electric fuel pump was on and the pilot pushed both the throttle and propeller levers fully forward. There was no increase in power, so he positioned the aircraft for a forced landing; he noted that power lines crossed the field directly ahead and he turned right, and then left, to align the aircraft for an into wind landing in the adjacent field. Unfortunately, looking directly into the setting sun, the pilot did not see that the power lines also crossed this field, from left to right relative to the aircraft's track. The left wing struck, and severed, the lower two cables which then snagged the right horizontal stabiliser. The aircraft slowed abruptly and the main landing gear detached on the subsequent impact with the ground; it slid along the wet surface and came to rest in the upright position. The canopy was opened and the occupants, who both wore 5-point restraint harnesses, escaped without injury.

The engine was examined and a report was submitted by the repair agency. Samples of fuel from the refuelling installation and various parts of the aircraft fuel system were visually inspected and appeared to be free from water or solid particles. No problems had been reported from other aircraft which

refuelled from the same source. The fuel lines and fuel tank vent pipes were free of any blockage, the fuel filter was clean and fitted in the correct sense. The electric fuel pump functioned satisfactorily and the engine driven pump was found to be in good condition following a strip examination. The mechanical linkages to the fuel injector were checked for correct operation, however, the injector was of foreign manufacture and the repair agency did not have the facility to functionally test it.

The spark plugs were removed and inspected; all were of a colour commensurate with normal running and were in good condition. The magneto produced a good spark and the timing was correct.

The engine turned without restriction and there was good compression in each cylinder. There was no evidence of seizure and the oil tank was filled to the correct level. The air intake housing was removed and it was confirmed that the supercharger impeller and drive functioned satisfactorily.

A comprehensive examination of the engine and its associated equipment revealed no fault; the only component which could not be tested was the fuel injector unit and it was considered possible that this was where the fault lay.