

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Socata TB10 Tobago, G-BSDL	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-360-A1AD piston engine	
<b>Year of Manufacture:</b>	1980 (Serial no: 156)	
<b>Date &amp; Time (UTC):</b>	7 November 2013 at 1225 hrs	
<b>Location:</b>	Fenland Airfield, Lincolnshire	
<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>	Nose landing gear collapsed and engine detached	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	56 years	
<b>Commander's Flying Experience:</b>	155 hours (of which 11 were on type) Last 90 days - 1 hour Last 28 days - 1 hour	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

## Synopsis

The aircraft was being flown into Fenland Airfield for scheduled maintenance. On the downwind leg to land, the engine stopped abruptly and a forced landing in a ploughed field was carried out. The aircraft was badly damaged as a result of the forced landing.

## History of the flight

The aircraft was being flown from Retford/Gamston Airport to Fenland Airfield for an annual maintenance check. The flight was uneventful and the pilot contacted Fenland when about 5 miles north-west of the airfield. He was given the QFE and advised that the runway in use was 26R. He carried out the pre-descent checks, including switching on the fuel pump and selecting carburettor heat. On levelling out at circuit height, he deselected the carburettor heat and turned from the crosswind leg to downwind, where he performed the downwind checks, including fuel pressure and quantity, and selected 10° of flap. However, as he passed abeam the runway threshold the engine stopped suddenly. A scan of the instruments and controls did not reveal any abnormalities and the action of pushing the throttle and propeller levers fully forward had no effect.

The pilot immediately turned left base and radioed that he had an engine failure and was going "straight in". Feeling that, at the time, he would make the runway, he raised the nose to keep just below the stall warning speed and lined up on the runway. Here he realised

that he still had flap selected, so he retracted them, remarking that the reduction in drag was “noticeable”. However, it was now clear that he would not reach the runway and he had to touch down in a ploughed field some 500 m short of the threshold. Although he attempted to keep the nosewheel off the ground as long as possible, the field was ploughed at right angles to the direction of travel and, after about 30 m of ground roll, the nosewheel touched down and immediately collapsed. The engine detached as the aircraft came to an abrupt halt. The pilot was uninjured but was extremely dazed by the deceleration, taking some time to gather his thoughts and exit the aircraft. He was met by a rescue crew from the airfield.

The maintenance company advise that a visual examination of the engine has not revealed any obvious reason for the failure.