

ACCIDENT

Aircraft Type and Registration:	Taylor Monoplane, G-BDAD	
No & Type of Engines:	1 Volkswagen 1700 piston engine	
Year of Manufacture:	1976 (Serial no: PFA 1453)	
Date & Time (UTC):	12 January 2013 at 1345 hrs	
Location:	Near Brighton Airfield, North Yorkshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damaged canopy, possible further damage pending assessment	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	56 years	
Commander's Flying Experience:	612 hours (of which 6 were on type) Last 90 days - 5 hours Last 28 days - 5 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The aircraft's engine started normally and ran without problem, both before takeoff from Runway 11 at Brighton and during the initial part of the flight, with carburettor heat being applied at intervals. The weather conditions reported at nearby Church Fenton were: partly cloudy, temperature 4°C, dewpoint 2°C and a wind from 110° at 10 kt.

About 25 minutes after takeoff, the pilot flew a low-level pass along the runway at Brighton. On climbing out through about 400 ft, with full power set and about 60 kt airspeed, the engine briefly misfired then stopped. The

pilot selected a field approximately ahead and carried out a forced landing into wind. The touchdown was uneventful in the ploughed field, but the aircraft pitched nose down as it came to a stop and inverted, breaking the canopy. The pilot, who was wearing a full harness, escaped from the aircraft by breaking pieces of the remaining canopy and digging to create an escape route.

When the aircraft was subsequently recovered, the pilot was able to turn the engine by hand. He observed that the engine had performed well until the stoppage, which he thought was due to carburettor icing.