

Aircraft Type and Registration: Pereira GP3 Osprey II, F-PIRA

No & Type of Engines: 1 Lycoming O-320-A2B piston engine

Year of Manufacture: 1990

Date & Time (UTC): 12 May 1995 at 0900 hrs

Location: Barton Aerodrome, Manchester

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Damage to landing gear

Commander's Licence: Private Pilot's Licence

Commander's Age: 37 years

Commander's Flying Experience: 635 hours (of which 14 were on type)
Last 90 days - 25 hours
Last 28 days - 14 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The aircraft was refuelled at Barton prior to an intended flight to Leicester. The pilot then taxied to the threshold of Runway 09 where he carried out the usual power checks before taking off. However, after turning right downwind, and at a height of approximately 300 feet agl, the engine started to 'surge' markedly in power. With the electric fuel boost pump still switched on, the pilot selected the other fuel tank and applied carburettor heat, but to no avail. By the time the pilot had finished his attempts to deal with the problem, he had missed his opportunity to land back on Runway 09, having passed well to the north of the centreline. He therefore continued in a gentle turn to the right, losing height all the time, before being constrained into attempting a downwind landing on Runway 24. In the event the aircraft landed on the rough ground adjacent to the runway, sustaining damage to the landing gear.

The pilot/owner suspects that the engine problem was caused by dirt within the carburettor. He has shipped the aircraft back to France, where he is awaiting an expert investigation of the engine. Any pertinent information arising out of this investigation will be reported in a future addendum to this Bulletin.