

Rand KR-2, G-BUDF

AAIB Bulletin No: 7/2003	Ref: EW/G2002/12/07	Category: 1.3
Aircraft Type and Registration:	Rand KR-2, G-BUDF	
No & Type of Engines:	1 HAPI Magnum 75 piston engine	
Year of Manufacture:	1994	
Date & Time (UTC):	18 December 2002 at 1529 hrs	
Location:	Near Kemble Aerodrome	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to vertical fin, cockpit, nose and propeller	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	51 years	
Commander's Flying Experience:	609 hours (of which none were on type)	
	Last 90 days - 16 hours	
	Last 28 days - 4 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The aircraft had recently been flown uneventfully for several hours leading to renewal of its Permit to Fly. It had recently been acquired by a new owner who had not flown the type before but, after a thorough briefing by the engineer/pilot who had prepared the aircraft for its Permit renewal, the owner took off, intending primarily to assess its handling characteristics.

The flight was uneventful for about 40 minutes, during which the aircraft was manoeuvred between about 1,000 to 2,000 feet. The pilot then radioed Kemble, stating his intention to join the circuit on right base leg for a landing on Runway 08 and applied power to climb from his current height of 800 feet agl to the Kemble circuit height of 1,000 feet. However he obtained no response from the engine and, despite application of carburettor heat and opening and closing the throttle several times, was obliged to select a field for a forced landing, having declared a 'MAYDAY' to Kemble. The only suitable field was downwind (8-10 kt) but was large and 'greenish' looking and the pilot made his approach, noting how fast the ground appeared to be rushing past, and that the propeller had stopped windmilling. As he flared for touch-down he turned off the electrical master switch. The aircraft bounced once, rolled on its mainwheels for some distance and then, as the wheels encountered some deep tractor wheel ruts, it flipped over onto its back and came to rest. The pilot undid his harness and evacuated the aircraft through the broken cockpit side without injury.

The pilot stated that he received no warning signs of the impending failure but admitted that, since he had been concentrating on the aircraft's handling characteristics and the engine had appeared to run

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quietly, he might have missed some indications of, say, carburettor icing. He reported that he had plenty of fuel on-board and both booster pumps were switched-on: he had used carburettor heat several times but its effect had been difficult to assess. The engine has been ground run since the accident and no anomalies found.