

Janus CM, Motor Glider, G-LOAF, 14 October 1996

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Aircraft Type and Registration:	Janus CM, Motor Glider, G-LOAF
No & Type of Engines:	1 Rotax 535-C piston engine
Year of Manufacture:	1991
Date & Time (UTC):	14 October 1996 at 1530 hours
Location:	South West Sheffield
Type of Flight:	Private
Persons on Board:	Crew - 1 - Passengers - 1
Injuries:	Crew - None - Passengers - None
Nature of Damage:	Minor damage to aircraft nose and complete disruption of aircraft tail
Commander's Licence:	Private Pilot's Licence
Commander's Age:	48 years
Commander's Flying Experience:	152 hours (of which 109 were on type) Last 90 days - 16 hours Last 28 days - 10 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

The flight was originally planned from Saltby to Longmind but, due to a deterioration in the weather, the decision was made to continue to Camphill. Having arrived in this area, the pilot decided to carry out some ridge-soaring which he did for the next one and a half hours. At the conclusion of this period he elected to raise the aircraft's engine only to discover that it would not fully extend and lock into position. The pilot then attempted to retract the engine but found that it had become jammed in a partially extended position which rendered it unusable and increased the total drag of the aircraft. During the transit from Saltby the engine had been extended, started, shutdown and then retracted successfully on eight separate occasions.

After spending some time ridge-soaring while selecting a suitable area in which to land, the pilot chose to fly across a valley to land in a field which had an upslope into wind. However, on making his approach into this field, he observed at a late stage that there was a line of power cables across

his path. He decided that the best course of action would be to fly over the cables but stalled the aircraft during this manoeuvre. The aircraft fell approximately twenty feet into the field and was severely damaged although the pilot and his passenger were unhurt.

Inspection by the repair agency revealed that the roll-pin which secures the upper end of the engine extension/retraction spindle had fallen out. This pin was found later in the aircraft fuselage. Due to the loss of this pin, the upper spindle pivot had unwound thus preventing the engine from fully extending and locking.