

Starstreak Shadow SA-II, G-BXXZ

AAIB Bulletin No: 9/2002	Ref: EW/G2002/06/01	Category: 1.3
Aircraft Type and Registration:	Starstreak Shadow SA-II, G-BXXZ	
No & Type of Engines:	1 Rotax 618 piston engine	
Year of Manufacture:	1998	
Date & Time (UTC):	1 June 2002 at 1402 hrs	
Location:	Rhos Hirwavn, Lynn Peninsular	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers 1
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to landing gear, wingtips and propeller	
Commander's Licence:	Private Pilots Licence	
Commander's Age:	73 years	
Commander's Flying Experience:	238 hours (of which 15 were on type)	
	Last 90 days - 1 hour	
	Last 28 days - 1 hour	
Information Source:	Aircraft Accident Report Form submitted by the pilot and AAIB enquiries	

The pilot reported that he and a passenger had arrived at Port Awyr after a one hour flight from Mona. One and a half hours later, after carrying out the pre-flight checks, the pilot and passenger strapped in, started the engine, did the engine warm up and run up checks, and made blind calls to taxi for the take-off point at the north end of the grass strip. The wind was straight down the runway. The pre-take off checks were completed and the aircraft then took off, climbing at about 70 kts. At about 400ft agl the engine came to an abrupt stop. Below and ahead was a large pine forest; to the left was a cattle field and further to the left a small field of newly sown crop. Maintaining 60 kt the pilot turned for the newly seeded field, and made a blind emergency call. The ground however was very soft, the landing gear dug in and the aircraft wingtips and propeller struck the ground. The two occupants were uninjured.

The pilot considered that the engine had suffered a 'cold seizure'. This can occur if a piston heats up more rapidly than its cylinder resulting in differential expansion that causes mechanical

interference. This situation however can be avoided by completely warming up the engine before demanding take off power. The pilot stated that the engine had been properly warmed up and checked before takeoff.

The repair agent subsequently stated that the engine showed little internal evidence of cold seizure, and that fuel starvation is more probable.