

Montgomerie-Bensen B8MR, G-BTBL

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Category: 2.3

Aircraft Type and Registration:	Montgomerie-Bensen B8MR, G-BTBL	
No & Type of Engines:	1 Rotax 532 piston engine	
Year of Manufacture:	1991	
Date & Time (UTC):	27 April 2001 at 1900 hrs	
Location:	Roddidge Flying Club, near Alvewas	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to mast, propeller, rotor blades and landing gear	
Commander's Licence:	Private Pilots Licence	
Commander's Age:	45 years	
Commander's Flying Experience:	117 hours (of which 4 were on type)	
	Last 90 days - 7 hours	
	Last 28 days - 4 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The pilot was intending to take off on a pleasure flight from the grass runway at Roddidge Flying Club, near Alvewas. The aircraft had been kept in a hangar during the winter, however, this hangar was not fully enclosed. The aircraft had been operated for some 4 hours in the weeks before the accident.

There had been showers passing through the area earlier in the day but by 1700 hrs the weather was fine, with a headwind of some 5 mph, visibility of 20 km and temperature of 10°C. After an

inspection of the aircraft the pilot ran the engine for several minutes outside the hangar with the fuel tank three-quarters full. He then got into the aircraft and taxied to the runway. After his pre-take off checks the pilot spun the rotor and started the take-off run.

The aircraft became airborne about halfway down the runway, as it had on previous flights. When the aircraft was at approximately 10 feet, however, there was a sudden loss of power. The pilot maintained a straight course but gradually lost height. Beyond the runway there was field of sugar beet, with a one metre bank of soft soil at its edge. The pilot tried to land into this field but the aircraft clipped the top of the bank and rolled over. The mast, rotor blades, propeller and landing gear were damaged but the pilot sustained no injuries.

There was no indication within the engine as to the cause of the loss of engine power just after the aircraft became airborne. The pilot considers carburettor icing would be unlikely as the engine was at high power and the weather conditions were dry. Another possibility he is considering is the presence of small amounts of water in the fuel.