

No: 12/90

Ref: EW/G90/09/02

Category: 1c

Aircraft Type and Registration: Scintex CP 1310-C3 Super Emeraude, G-ASMV

No & Type of Engines: 1 Continental O-200-A piston engine

Year of Manufacture: 1963

Date and Time (UTC): 9 September 1990 at 1215 hrs

Location: Heath Farm, near Cromer, Norfolk

Type of flight: Private

Persons on Board: Crew - 1 Passengers - 1

Injuries: Crew - None Passengers - None

Nature of Damage: Engine upper cowling detached, windscreen broken, engine-driven fuel pump and pipes damaged

Commander's Licence: Private Pilot's Licence

Commander's Age: 49 years

Commander's Total Flying Experience: 255 hours (of which 250 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot

The aircraft was on a pleasure flight from Seething, south-east of Norwich, to Leicester via the Norfolk coast. Whilst approximately overhead Cromer in steady level flight the pilot felt vibration and started to throttle-back. As he did so there was a bang and the the top engine cowl detached, striking and breaking the windscreen before it slid away over the wing.

The pilot switched off the ignition and fuel and checked the flying controls, which were apparently normal. Selecting a suitable field for a forced landing, he attempted to restart the engine but was unsuccessful and performed a dead-stick landing into the field. The landing was well executed and no further damage to the aircraft occurred.

Subsequent examination revealed that the propeller spinner backplate had developed cracks which allowed the spinner assembly to move back until it contacted the cowl and engine. The spinner had then broken up and disrupted the fuel pump and fuel supply pipes whilst forcing up the leading edge of the engine cowling and breaking the retaining clips. The backplate was apparently some 26 years old.

The pilot states that he was surprised at the relative lack of draught in the cockpit despite the fact that the majority of the windscreen had been lost due to impact from the cowling and notes that the aircraft handled normally throughout the forced landing.