

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Isaacs Fury II, G-BBVO	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-320-E2A piston engine	
<b>Year of Manufacture:</b>	1987 (Serial no: PFA 011-10091)	
<b>Date &amp; Time (UTC):</b>	25 March 2017 at 1600 hrs	
<b>Location:</b>	Near Langham Airstrip, Norfolk	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Tail skid displaced causing damage to rear fuselage	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	61 years	
<b>Commander's Flying Experience:</b>	1,114 hours (of which 19 were on type) Last 90 days - 11 hours Last 28 days - 8 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The pilot was making a return flight to Felthorpe Airfield from Fenland Airfield. He was flying in formation and both flights were flown faster than the aircraft's optimum cruise speed. He expected to land at Felthorpe with 30 min of fuel in reserve, using a simple calculation based on elapsed time because the reserve tank did not have a quantity gauge.

While passing the former RAF station at Langham, at 800 ft agl, the engine surged and then stopped. The pilot turned towards the former airfield and commenced his forced landing checks before spotting Langham Airstrip south of the old airfield. Initially, he aimed towards this airstrip, but on realising he could not reach it he elected to land in a nearby paddock. He touched down with an estimated tailwind of 10 kt, and the aircraft had almost stopped when the left wing contacted a fence, slewing the aircraft through approximately 75° on rough grass. This created a side load which displaced the trunnion for the tail skid pintle.

The pilot observed that he had underestimated the fuel consumption during relatively fast formation flight and that his use of elapsed time to estimate the remaining fuel was unsatisfactory. He has now fitted a gauge which indicates fuel remaining in the reserve tank.