

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Tecnam P2008-JC, G-HRLE	
<b>No &amp; Type of Engines:</b>	1 Rotax 912-S2 piston engine	
<b>Year of Manufacture:</b>	2015 (Serial no: 1052)	
<b>Date &amp; Time (UTC):</b>	19 April 2018 at 1010 hrs	
<b>Location:</b>	Fishburn Airfield, Durham	
<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>	Damaged beyond economic repair	
<b>Commander's Licence:</b>	Light Aircraft Pilot's Licence	
<b>Commander's Age:</b>	63 years	
<b>Commander's Flying Experience:</b>	196 hours (of which 41 were on type) Last 90 days - 6 hours Last 28 days - 2 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

## Synopsis

Immediately after takeoff, the aircraft suffered a loss of power and landed heavily in a field of rapeseed, adjacent to the airfield.

## History of the flight

In good weather conditions, the pilot taxied the aircraft, which had not been flown for three weeks, to the refuelling facility at Fishburn Airfield. After adding fuel, to an indicated level of approximately 50% in the left tank and 75% in the right, the pilot re-started the engine and completed the pre-takeoff checks, without encountering any difficulty.

The grass Runway 08 was used for takeoff and all was normal until approximately 150 ft agl, when the engine "spluttered" and lost power, forcing the pilot to land ahead in an adjacent field of rapeseed. The aircraft touched down heavily, causing the landing gear to collapse and damaging the wings, but it came to rest upright and the pilot was able to turn off the electrics and vacate out his door.

A witness, who is an aircraft engineer, observed the aircraft lose power as it climbed, and he reached the aircraft quickly and established that the pilot was un-injured. Upon seeing smoke and then flames appear from the left side of the engine, the witness opened the right engine cowling and successfully used the aircraft's extinguisher to put out a small fire.



**Figure 1**

G-HRLE after the accident, with the airfield background left

The engine was subsequently inspected by an engineering organisation. The engine turned freely and had not seized, however the fire had damaged several components, including the fuel system, and it was not possible to determine the reason for the loss of power.