

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Mignet HM-1000 Balerit, G-MRAM	
<b>No &amp; Type of Engines:</b>	1 Rotax 582 piston engine	
<b>Year of Manufacture:</b>	1999 (Serial no: 134)	
<b>Date &amp; Time (UTC):</b>	31 August 2020 at 1615 hrs	
<b>Location:</b>	Coleman Green Airstrip, Hertfordshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Damage to nose landing gear	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	84 years	
<b>Commander's Flying Experience:</b>	4,700 hours (of which 457 were on type) Last 90 days - 23 hours Last 28 days - 14 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

## Synopsis

Shortly after takeoff, the engine stopped abruptly. The aircraft landed straight ahead but, on touchdown, the nose landing gear dug into the ground and the aircraft tipped forwards and came to a halt.

## History of the flight

The pilot was intending to carry out a local area flight from a private airstrip, with a runway orientated 060°/240°M, which was 450 m long and had a grass surface with a recently ploughed field at the upwind end of Runway 06. The weather was good with the wind light and variable, visibility in excess of 10 km, cloud estimated as above 2,000 ft and an OAT of about 20°C. All the normal pre-flight and cockpit checks were carried out including the power check, which was normal with no rough running, and the water check of the fuel, which was clear. The aircraft was lined up on Runway 06. The acceleration and takeoff roll was normal, and it became airborne at about the usual position. At the end of the runway and at about 50 ft, with no rough running or any other abnormal indications, the engine suddenly stopped. The only possible action was to land straight ahead, and on touchdown the nose landing gear dug into the soft earth and the aircraft tipped forward, bringing it to an abrupt stop. The pilot and passenger were able to release their restraint harnesses and recover the aircraft back to the strip, but with difficulty due to the soft ground. No cause for the engine failure was identified and the nose landing gear was the only damage.