

ACCIDENT

Aircraft Type and Registration:	Cassutt Racer IIIM, G-BPVO	
No & Type of Engines:	1 Continental Motors Corp O-200-A piston engine	
Year of Manufacture:	1973 (Serial no: DG1)	
Date & Time (UTC):	1 July 2022 at 1042 hrs	
Location:	Near Henstridge Airfield, Somerset	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Substantial	
Commander's Licence:	Commercial Pilot's Licence	
Commander's Age:	69 years	
Commander's Flying Experience:	12,632 hours (of which 26 were on type) Last 90 days - 18 hours Last 28 days - 5 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

After a normal takeoff and initial climb to approximately 200 ft agl, the engine lost all power and the propeller started to windmill. The pilot quickly lowered the nose, to maintain best glide speed, and declared a MAYDAY. He rapidly tried to find the fault, but was not able to diagnose the loss of power. As the pre-briefed landing field was too far away, he sideslipped the aircraft to land in a small rough pasture. The aircraft touched down firmly and came to rest after a short distance, facing the opposite direction. It was substantially damaged, but the pilot was uninjured and able to vacate the aircraft unaided.

Later examination by a local aircraft engineer, identified the possible cause of the power loss was a disconnected throttle cable, the reason for this was not established.

The pilot provided a detailed report to the AAIB and highlighted the following safety points which contributed to a successful outcome:

- Self-briefing the 'Engine Failure After Take Off' drill before every takeoff enabled appropriate actions to be taken.
- Flying all the way to the ground ensured control of the aircraft was maintained.
- The harness straps were tightly fastened, which secured the pilot and minimised injury.
- A protective leather helmet provided some head protection.