

Accident

Aircraft Type and Registration:	Z-1RA Stummelflitzer, G-ZIRA
No & Type of Engines:	1 Rotec R2800 piston engine
Year of Manufacture:	2008 (Serial no: PFA 342-14596)
Date & Time (UTC):	3 March 2026 at 1515 hrs
Location:	White Waltham Airfield
Type of Flight:	Private
Persons on Board:	Crew - 1 Passengers - None
Injuries:	Crew - 1 (Serious) Passengers - N/A
Nature of Damage:	Aircraft damaged beyond economical repair
Commander's Licence:	Private Pilot's Licence
Commander's Age:	63 years
Commander's Flying Experience:	983 hours (of which 177 were on type) Last 90 days - 11 hours Last 28 days - 2 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

Summary

On the day of the accident the pilot conducted two flights in the aircraft. Prior to the first flight, the pilot performed a full pre-flight inspection, including a fuel drain check for water. No abnormalities were identified and the aircraft subsequently operated for 90 minutes with no reported issues. Less than an hour later, the aircraft was refuelled and prepared for a second flight. The pilot stated that the engine started normally and the aircraft was taxied for approximately 5 minutes to the threshold for Runway 07. The power checks were reportedly normal, so the pilot lined up on the runway and took off.

After reaching a height of around 200 ft, the pilot became aware that the climb performance was poor and the engine speed was lower than normal. The pilot levelled off and considered that the engine sounded 'hesitant', so initiated a right turn to remain over the airfield and switched on the auxiliary fuel pump. The engine then stuttered and stopped.

The pilot attempted to land on a grass area between some hangars and a line of parked aircraft but stated that the aircraft did not respond to an attempt to flare prior to touchdown. It landed heavily, nose-first and then cartwheeled. The pilot suffered multiple injuries but was able to self-extricate from the wreckage. The aircraft was severely damaged, and no investigation of the engine or flight controls was conducted. The reasons for the loss of engine power and lack of flare response were not determined.