

**No: 5/88**

**Ref: 1c**

**Aircraft Type and Registration:** Amateur Construction Quickie Q1 (Modified), G-BMVG

**No & Type of Engines:** 1 Global Machine Tool Corpn. 35 hp flat twin piston engine

**Year of Manufacture:** 1988

**Date and Time (UTC):** 16 March 1988 at 1431 hrs

**Location:** Coventry Airport

**Type of Flight:** Private (pleasure)

**Persons on Board:** Crew - 1                      Passengers - None

**Injuries:** Crew - 1 (Minor)              Passengers - N/A

**Nature of Damage:** Propeller, cowlings and canard broken, fuselage buckled.

**Commander's Licence:** Private Pilot's Licence

**Commander's Age:** 32 years

**Commander's Total Flying Experience:** 295 hours (of which 27 were on type)

**Information Source:** Aircraft Accident Report Form submitted by pilot

After start-up the engine was test-run for 20 minutes. The aircraft then taxyed to the start of the runway and took off. The initial rate of climb was normal but engine rpm then declined from 3200 to 2000. The pilot assumed this power loss was temporary, possibly due to carburettor icing, and continued in flight for a short time. He then found that he had flown so far along the runway that he was unable to re-land on the paved surface. He made a forced landing without power on the natural surface to the right of the runway end with insufficient power to flare. The aircraft touched down slightly nose-down and slid to a stop, having sustained major damage. The aircraft was not equipped with carburettor heat, and the pilot thought the engine failure was probably due to carburettor ice. After the accident the fuel line to the carburettor was found to be detached but it was thought that detachment might have occurred either on impact or during transportation of the wreckage.