

N 154 BY PILOT STATEMENT

Thursday 20th April

ECU test

- Checks Carried out as Per Checklist.
- 2 cycles – both above 1800RPM
- Standard Annunciations during ECU Test, and when both cycles complete ECU FAIL A & B Annunciations disappeared as normal.

Taxi

- Normal – no odd annunciations or abnormalities.

Take-Off

- Applied Take off Power (whilst holding brakes) – no annunciations.
- Normal Rotation & Performance from Aircraft.

At 400' I noticed a change in the engine sound. From this I looked at my Engine Load indication – which said " 35% ". I then Tried to move the power lever up and down to see if I had any control, but the load indication remained at 35%. Around 5 seconds after this, 2 annunciations appeared :

1. ECU A FAIL
2. ECU B FAIL

After this I looked at my altitude and believed that I did not have sufficient height to turn back (my airspeed was also bleeding) And as per CTC SOPS below 1000' it is advised to not turn back to the field.

I then aimed for a field off to my right hand side and tried to aim for 88 kts (glide speed). However I was at an Awkward Height where I may not clear the power lines. I decided to go under rather than over the power line because I didn't want to cartwheel into the ground.

As I went under the Power line I hit the bottom wire with the top of the canopy and a white flash occurred in the cockpit. I then tried to get the aircraft onto the field and bounced twice, then travelled across the ground eventually hitting the first ditch and hurdling it, to then skip and eventually come to an abrupt halt.

I immediately switched the fuel pumps off, opened the canopy, unclipped my seat belt and vacated the aircraft to the left.

Paul Johnston Hunter

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