

ACCIDENT

Aircraft Type and Registration:	Piper J3C-65 Cub, G-NCUB	
No & Type of Engines:	1 Continental Motors Corp C85-12F piston engine	
Year of Manufacture:	1944	
Date & Time (UTC):	8 October 2009 at 1430 hrs	
Location:	4 miles NW of Ledbury, Herefordshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damaged beyond economic repair	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	61 years	
Commander's Flying Experience:	164 hours (hours on type not known) Last 90 days - not known Last 28 days - not known	
Information Source:	Aircraft Accident Report Form submitted by the pilot and meteorological aftercast report from the Met Office	

After conducting a practice landing at a farm strip the pilot put the aircraft into a climb. At approximately 800 ft the engine had a partial loss of power. The pilot immediately selected carburettor heat but there appeared to be no response from the engine, so she decided to carry out a forced landing. She chose a field but at the last minute decided not to land there as it appeared to be too small. The pilot stretched the glide into another more suitable field and landed heavily, damaging the propeller and landing gear.

No detailed examination of the engine or engine systems was carried out. An aftercast, for the Ledbury area on 8 October obtained from the Met Office, gave air temperature, dew point and humidity from the surface to 920 ft. When these figures were plotted on the Civil

Aviation Authority's Carburettor Icing Prediction Chart, published in Safety Sense Leaflet No 14, it gave a prognosis that serious carburettor icing could occur at any power setting between the surface and 920 ft above sea level (see Figure 1).

CARB ICING

- Serious icing - any power
- Moderate icing - cruise power
Serious icing - descent power
- Serious icing - descent power
- Light icing - cruise or descent power

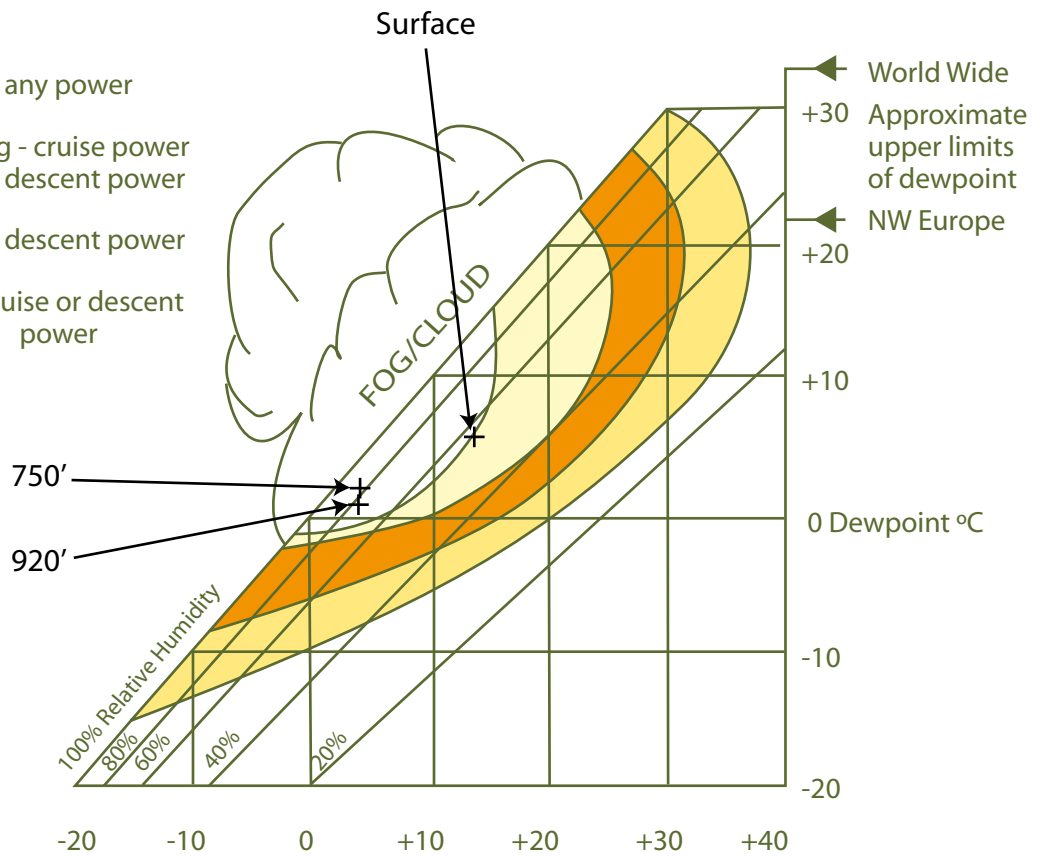


Chart taken from:
CAA Safety Sense Leaflet No 14