

AAIB Bulletin No: 9/93

Ref: EW/G93/07/06

Category: 1c

Aircraft Type and Registration: Renegade Spirit Bi-Plane, G-MYVP

No & Type of Engines: 1 Rotax 582 piston engine

Year of Manufacture: 1991

Date & Time (UTC): 3 July 1993 at 1400 hrs

Location: Redlands airfield, Wiltshire

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - 1

Injuries: Crew - None Passengers - None

Nature of Damage: Substantial to wings, landing gear, propeller, engine mountings and forward fuselage

Commander's Licence: Private Pilot's Licence

Commander's Age: 46 years

Commander's Flying Experience: 310 hours (of which 145 were on type)
Last 90 days - 38 hours
Last 28 days - 32 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

On a flight from St Michaels, near Garstang, Lancashire and having experienced stronger headwinds than expected, the pilot decided to divert to Redlands Airfield, 1 nm east of Swindon, rather than continue to his planned destination of Wroughton. He positioned for a right-hand circuit for Runway 24 which has a grass surface 360 metres in length. As he turned base leg he reduced the power to idle and side slipped the aircraft to lose height. As he established the aircraft on finals he experienced some sink which he countered by opening the throttle. The engine, however, accelerated to 4,000 RPM, spluttered and stopped. At this point the aircraft was approximately 50 feet agl and short of the runway. Realising that a turn to avoid obstacles ahead would aggravate the situation, he elected to land straight ahead and collided with a hedge. The pilot, who was wearing a full safety harness vacated the open cockpit without injury.

The pilot reported that the weather at the time was scattered stratus beneath a cumulus cloud base of 3,000 feet, with a visibility of 20 km and a surface wind of 310°/20 kt. The actual weather observed at 1350 hrs UTC recorded at RAF Lyneham, 10 km south west of Swindon, was surface wind

270°/13 kt, visibility greater than 10 km, cloud scattered at 3,200 feet with a surface temperature of 25°C and a dew point of 16°C.

General Aviation Safety Sense Leaflet No 14, published by the CAA, includes a chart highlighting the conditions conducive to carburettor icing. The conditions on the day of the accident fall into the area of moderate carburettor icing at cruise power and serious icing at descent power.

The pilot assessed the cause of the accident as engine failure due to carburettor icing or fuel blockage.