

ACCIDENT

Aircraft Type and Registration:	Grumman AA-5A Cheetah, G-OPWK	
No & Type of Engines:	1 Lycoming O-320-E2G piston engine	
Year of Manufacture:	1978	
Date & Time (UTC):	10 November 2010 at 1433 hrs	
Location:	3 miles NW of Cumbernauld Airport, Scotland	
Type of Flight:	Training	
Persons on Board:	Crew - 2	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Right wing leading edge damaged, right landing gear bent, nosewheel detached, minor damage to wall	
Commander's Licence:	Commercial Pilot's Licence	
Commander's Age:	36 years	
Commander's Flying Experience:	993 hours (of which 945 were on type) Last 90 days - 20 hours Last 28 days - 10 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot and other reports	

Synopsis

Following pre-flight inspection, during which water was found and drained from the fuel tanks, and a number of aborted starts due to battery problems, satisfactory engine runs were performed. Shortly after takeoff, at about 600 ft agl, the engine lost power. During the subsequent forced landing the aircraft hit a concealed dry stone wall but both occupants escaped injury. The conditions at the time were close to those during which serious carburettor icing at any power could have occurred.

History of the flight

The instructional flight was the first flight of the day; the instructor was the pilot in command. A quantity of water was found and drained from the fuel tanks during the pre-flight inspection and a number of engine starts failed due to battery related problems. Later pre-flight checks, including approximately eight minutes of engine running and monitoring, were satisfactory.

The aircraft departed from Runway 26 of Cumbernauld Airport at about 1433 hrs and soon afterwards, at approximately 600 ft agl, the engine lost power. The pilot selected a field for a forced landing. The instructor and student carried out emergency checks and the student made a MAYDAY call. The fuel tank selection

was changed and the fuel pump was checked as being ON but, with the short time available, carburettor heat was not selected.

On landing, the aircraft clipped a dry stone wall hidden by long grass, damaging both the wall and the aircraft. The aircraft came to a stop in the wet and boggy field after approximately 50 m and both occupants, who

were wearing lap and diagonal harnesses, vacated the aircraft uninjured.

The pilot reported that the temperature and dewpoint were 2°C and -2°C respectively, and that carburettor icing was highly likely. These conditions are close to those in which serious carburettor icing at any power may occur.