

No: 10/90

Ref: EW/G90/08/02

Category: 1c

<b>Aircraft Type and Registration:</b>	Monnett Sonerai II L, G-BKDC	
<b>No &amp; Type of Engines:</b>	1 Volkswagen 1834 piston engine	
<b>Year of Manufacture:</b>	1987	
<b>Date and Time (UTC):</b>	7 August 1990 at 1103 hrs	
<b>Location:</b>	Brighton Airfield, Yorkshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Severe damage to landing gear and propeller, some damage to airframe	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	21 years	
<b>Commander's Total Flying Experience:</b>	83 hours (none on type)	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The pilot had purchased the aeroplane the previous day and this was to be his first flight on the type, although he was in current flying practice. The pilot reports that the engine started with some difficulty but then ran smoothly. The engine run-up checks were satisfactory, with a small rpm drop with carburettor heat, negligible magneto drop, quick throttle response and a smooth idle. Full throttle gave a steady 3,150 rpm, which was satisfactory.

On the take-off run the aircraft became airborne at about 300 to 350 yards and at about 500 yards the aircraft was at 30 feet and 65 to 70 kt. The engine speed suddenly dropped to 2,400 rpm and the pilot decided to land straight ahead, in the stubble in the field beyond the runway.

Just before round-out the pilot noticed a piece of rubble just below the wing and pulled up hard; a moment later the right-hand landing gear leg hit another piece of rubble, removing the wheel. The pilot corrected the attitude of the aeroplane, cut the power and made a belly landing some 30 yards further on. There was no fire but, due to the crash loads, the canopy release mechanism jammed and the pilot had to smash the canopy to get out of the aircraft.

The pilot comments that his lack of familiarity with the aircraft cockpit meant that he had to look back into the cockpit to locate the magneto switches and the fuel and carburettor heat controls. As a result, he did not notice either the clear area to his right or the pile of rubble the landing gear struck.

Subsequent examination by the pilot did not reveal any apparent cause of the engine power loss. The engine was being run on Mogas obtained from a local garage and the pilot considers that, at the reported 20°C, vapour lock should not have been a problem. The pilot assesses the probable cause as having been water or dirt in the fuel but it was not possible to obtain a sample for analysis.

Information Source:	Aircraft Accident Report Form submitted by the pilot and AIB telephone inquiries.	
Commander's Total Flying Experience:	163 hours (of which 38 were on type)	
Commander's Age:	36 years	
Commander's Licence:	Private Pilot's Licence	
Nature of Damage:	Right wing leading edge and lift strut damaged	
Injuries:	Crew - None	Passengers - None
Persons on Board:	Crew - 1	Passengers - 1
Type of Flight:	Private	
Location:	Chum Farm Estate, near White Waltham, Berkshire	
Date and Time (UTC):	15th July 1998 10:15	
Aircraft Type and Registration:	Piper J3C-65 Cub G-BILL	

The pilot reportedly initiated a practice forced landing from 1500 feet above ground, choosing a large horse gallop area as his target. After throttling back the engine he selected carburettor heat on, and during the descent briefly opened the throttle to warm the engine three times. When at 100 feet AGL, approaching the selected landing site, the planned go-around was initiated. The engine at first responded normally but then began to run roughly and loose power. Carburettor heat was selected on, but without apparent effect.

Finding that the aircraft was unable to maintain height above the now rising terrain, the pilot decided to land. As he had by now overflown most of the originally selected site he chose a second horse gallop area orientated 45° right, and achieved a satisfactory touchdown. However, during the landing roll on the rough ground the right wing leading edge and lift strut struck a bush. The aircraft stopped and both occupants evacuated.

Inspection reportedly found that the lower sparking plug of the forward left cylinder was fouled. After plug sweeping and replacement of the lift strut and a lengthy ground run of the engine, the aircraft was flown out the following day. The pilot believes that carburettor icing may have been a factor. The Meteorological Office indicated that at ground level in the area at the time of the accident the ambient temperature was 16-17°C and the relative humidity around 75%. Icing probability charts indicate that in such conditions there is likely to be a high risk of serious carburettor icing at descent power.