

AAIB Bulletin No: 5/93

Ref: EW/G92/12/18

Category: 1c

Aircraft Type and Registration: Reims Cessna F182Q Skylane, G-EMMA

No & Type of Engines: 1 Continental O-470-U piston engine

Year of Manufacture: 1976

Date & Time (UTC): 29 December 1992 at 1345hrs

Location: Near Biggleswade, Bedfordshire

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - 2

Injuries: Crew - None Passengers - None

Nature of Damage: Damage to the propeller, nose gear, wings and fuselage roof

Commander's Licence: Private Pilot's Licence

Commander's Age: 60 years

Commander's Flying Experience: 1,092 hours (all on type)
Last 90 days - 40 mins
Last 28 days - 20 mins

Information Source: Aircraft Accident Report Form submitted by the pilot and telephone enquiries by the AAIB

The aircraft was making a glide approach to a private airstrip after a local flight in good VMC conditions when, at a height of approximately 300 feet agl, the engine failed to respond when the throttle was advanced from idle. The pilot reported that he then checked all the engine controls, including the carburettor heat which was set at 'hot', without success and therefore conducted a forced landing in a field just short of the airstrip. Although the field was flat and unobstructed, the tilled surface was wet and soft. After a short ground roll, during which the aircraft decelerated rapidly, the nose wheel sunk into the the ground and the aircraft flipped over onto its back. The occupants, who were all reported to have been wearing lap and diagonal harnesses, were uninjured and were able to make their escape through the normal exits within some 2 minutes. There was no fire.

The aircraft was subsequently examined in the field, and later at the airstrip by maintenance personnel, but no evidence was found of obvious defects associated with the engine. All engine controls were correctly connected, there were no signs of mechanical distress and the engine was free to turn, with good compression on each cylinder. There was evidence of fuel in the aircraft's system.

The aircraft had flown some 41 hours since the last maintenance (annual check) had been carried out, nine months prior to the accident. An engine shock load check, however, was carried out some four months previously, following a propeller strike, after which the engine was returned to service.

The weather at the time of the accident was reported as temperature +4°C, nil wind, no significant weather but with a relative humidity of 85%. Consequently the probability of carburettor icing would have been very high at idle power.