Rebel, G-BWFZ

AAIB Bulletin No: 11/2001	**Ref: EW/G2001/09/12**	**Category: 1.3**
Aircraft Type and Registration:	Rebel, G-BWFZ	
No & Type of Engines:	1 Lycoming O-235-L2C	
Year of Manufacture:	1999	
Date & Time (UTC):	8 September 2001 at 1210 hrs	
Location:	Field near Pilling Sands, Lancashire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Main gear collapsed; damage to fuselage floor and windscreen; wing struts damaged and propeller blade bent	
Commander's Licence:	Private Pilots Licence	
Commander's Age:	54 years	
Commander's Flying Experience:	350 hours (of which 56 were on type)	
	Last 90 days - 7 hours	
	Last 28 days - Nil	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Not having flown for 4 weeks, the pilot self-briefed for a general handling flight from St Michael's Airstrip using Runway 36. The weather was good with a surface wind of approximately 360°/ 20 to 25 kt. With a temperature of 15°C and a dew point of 8°C, the pilot was aware of the possibility of carburettor icing.

After a normal take-off, the pilot flew towards Pilling Sands where he intended to carry out a practice approach and go-around; there is a local rule precluding practice approaches at the Airstrip. He had been airborne about 30 minutes and, as he started his initial approach from 1,500 feet agl, he selected carburettor heat and retarded the throttle to 1,800 RPM. At both 1,000 and 500 feet agl, he applied a burst of power with normal engine response. Then, when he was confident of making his target touchdown point on the unoccupied beach, he deselected carburettor heat and applied full power. Initially, engine response was normal but in the climb, at an estimated height of

250 feet agl, the engine stopped. The pilot reselected carburettor heat and 'pumped' the throttle; the engine started and produced high power for a few seconds before stopping. A further 'pumping' of the throttle produced the same result. The pilot decided to concentrate on his forced landing and turned left to avoid landing on the wet sand. Unfortunately, he was unable to land into wind because of a line of trees and turned downwind to land in a small field. He touched down in the middle of the field but then struck a ditch at the end of the field.

Subsequent to the accident, it was confirmed that there was fuel on board and that there was no indication of any mechanical failure. The pilot considered that the most likely cause of the engine stoppage was carburettor icing.