

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Piper PA-22-160, Super Pacer, G-BTLM	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-320-B2A piston engine	
<b>Year of Manufacture:</b>	1958	
<b>Date &amp; Time (UTC):</b>	13 November 2011 at 1330 hrs	
<b>Location:</b>	Leicester Airport	
<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>	Substantial	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	70 years	
<b>Commander's Flying Experience:</b>	676 hours (of which 433 were on type) Last 90 days - 2 hours Last 28 days - 1 hour	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

The engine did not respond to the pilot's application of full throttle when he attempted fly a go-around from final approach. In an attempt to recover engine power he pumped the throttle, but this caused the engine to stop. A forced landing was conducted in a field during which the right wing struck a small tree. The pilot vacated the aircraft via the rear door (on the left side of the aircraft) as the damaged right wing was blocking the front door, which is on the right side.

**Discussion**

The pilot reported that the rate of descent with full flap and a stationary propeller was much greater than he expected. His forced landing practice was usually

started from a cruise configuration at around 2,000 ft with no flaps and the engine at idle.

He commented that carburettor icing was the most likely cause of the engine's failure to respond as the conditions were conducive to its formation following the clearance of recent fog.

CAA Safety Sense Leaflet 14, '*Piston Engine Icing*', contains useful information on how to avoid induction system icing.