

ACCIDENT

Aircraft Type and Registration:	Cessna F172H Skyhawk, G-AWMP	
No & Type of Engines:	1 Lycoming O-360-A4M piston engine	
Year of Manufacture:	1968	
Date & Time (UTC):	8 October 2011 at 1524 hrs	
Location:	Nene Valley Gliding Club, Cambridgeshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - 1 (Minor)	Passengers - N/A
Nature of Damage:	Substantial	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	69 years	
Commander's Flying Experience:	8,583 hours (of which 6,000 were on type) Last 90 days - 80 hours Last 28 days - 24 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Shortly after takeoff the engine lost power and the pilot carried out a forced landing in a field during which the aircraft sustained substantial damage. The pilot suffered a minor injury to his face but was able to vacate the aircraft unaided.

The airfield's surface consisted of long grass which was wet. The weather conditions were reported as: 4,000 m visibility in drizzle, broken cloud at 700 ft and overcast at 800 ft. The pilot candidly commented that he considered carburettor icing to be the most likely cause of the power loss as the conditions during

the long taxi to the takeoff point were conducive to its formation. He had conducted a carburettor heat check as part of his pre-takeoff checks by selecting the carburettor heat ON and then OFF again immediately after seeing a normal rpm drop. With hindsight, he acknowledges that a longer application of carburettor heat would have probably identified the presence of induction ice and ensured its removal before flight. CAA Safety Sense Leaflet 14, '*Piston Engine Icing*', contains useful information and guidance for avoiding induction system icing.