# Cessna F150L, G-AYRF

## AAIB Bulletin No: 6/99 Ref: EW/G99/03/11 Category: 1.3

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| **Aircraft Type and Registration:** | Cessna F150L, G-AYRF |
| **No & Type of Engines:** | 1 Continental O-200-A piston engine |
| **Year of Manufacture:** | 1970 |
| **Date & Time (UTC):** | 13 March 1999 at 1415 hrs |
| **Location:** | Upper Welson Farm, Herefordshire |
| **Type of Flight:** | Private |
| **Persons on Board:** | Crew - 1 - Passengers - None |
| **Injuries:** | Crew - None - Passengers - N/A |
| **Nature of Damage:** | Substantial to airframe and landing gear |
| **Commander's Licence:** | Student Pilot |
| **Commander's Age:** | 41 years |
| **Commander's Flying Experience:** | 61 hours (all on type)<br>Last 90 days - 16 hours<br>Last 28 days - 4 hours |
| **Information Source:** | Aircraft Accident Report Form submitted by the pilot |

The student pilot was on a qualifying cross country as part of his training for the award of a Private Pilot's Licence. On approaching Shobden at 3,000 feet and just below the cloudbase, he called the airfield and was told to join overhead at 2,000 feet. He applied carburettor heat, throttled back to 1,700 RPM and commenced his descent to 2,000 feet. On reaching 2,000 feet, he deselected the carburettor heat and opened the throttle. The engine failed to respond and the pilot turned the aircraft towards a suitable area for a forced landing before checking his engine indications and control settings. At this stage, the engine stopped and the pilot's efforts to restart it failed. He then selected a field for a forced landing, transmitted a MAYDAY call and set up his approach to the field. Because the field was surrounded by trees, the pilot was unable to land until the aircraft was half way along the available landing run. The surface was very wet, and having landed, the nosewheel dug into the soft ground and collapsed shortly before the aircraft was brought to a halt by a ditch at the edge of the field where it sustained considerable damage.

An engineering inspection subsequent to the accident failed to reveal any obvious cause of the engine failure and both the pilot and his instructor felt that carburettor icing was the most probable cause of the accident. Although the pilot selected carburettor heat before reducing power, it was felt that he may not have left it in the HOT position long enough to clear any ice before reducing power.