

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Chevron 2-32, G-MVGE	
<b>No &amp; Type of Engines:</b>	1 Konig SD 570 piston engine	
<b>Year of Manufacture:</b>	1988	
<b>Date &amp; Time (UTC):</b>	11 August 2007 at 1700 hrs	
<b>Location:</b>	North Moor, Scunthorpe, North Lincolnshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Landing gear separated, damage to fuselage underside and propeller	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	62 years	
<b>Commander's Flying Experience:</b>	251 hours (of which 18 were on type) Last 90 days - 12 hours Last 28 days - 4 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

The aircraft suffered a power loss on final approach due to carburettor icing. The aircraft was damaged in the subsequent forced landing.

**History of the flight**

The Chevron 2-32 is a side-by-side two-seater mid-wing monoplane microlight which has conventional 3-axis controls. It has a glide ratio of 17:1 with the engine stopped.

G-MVGE had departed from Sandtoft Airfield at 1510 hrs local time and climbed to 2,000 ft where the pilot shut down the engine and continued to climb using thermals. The aircraft arrived over North Moor Airfield

and the pilot restarted the engine at 2,000 ft. The aircraft entered the downwind leg for approach to Runway 27 and the wind was southerly at approximately 5 mph. The pilot completed the checks which included operating the engine briefly at maximum rpm. However, on final approach the engine lost power; the pilot attempted to restart the engine without success. He retracted the trailing edge drag flaps and turned right thorough 180° in an attempt to avoid power lines and to clear standing crops before landing in a stubble field approximately into wind. However, the aircraft did not reach the selected field and stalled into the tops of a maize crop approximately 8 ft high. There were no injuries to the pilot or passenger.

**Pilot's comments**

The pilot considered that following a low power descent from 2,000 ft to circuit height and setting the approach power, the high air temperature of around 24°C and

humid conditions were the cause of the power loss, due to carburettor icing. No carburettor heating was available on this particular aircraft, although there is a modification available which can be fitted to provide such heating.