

No: 8/89

Ref: EW/G89/04/03

Category: 1c

**Aircraft Type
and Registration:**

Luton LA4A Minor, G-ASEA

No & Type of Engines: 1 JAP J99 piston engine

Year of Manufacture: 1966

Date and Time (UTC): 8 April 1989 at 1420 hrs

Location: Mendlesham Airfield, Suffolk

Type of Flight: Private (pleasure)

Persons on Board: Crew - 1 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Damage to the undercarriage, wing and propeller

Commander's Licence: Private Pilot's Licence with Night Rating

Commander's Age: 50 years

**Commander's Total
Flying Experience:** 912 hours (of which 202 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot

The pilot moved the aircraft out of its hangar and then carried out the "daily" and "weekly" inspections, which included checking the fuel system drains for evidence of water and sediment.

After starting the engine, full power was checked at 3000 RPM and the magnetos at 1500 RPM. The engine oil pressure and temperature were normal.

After taxiing for some 800 metres, carburettor heat was applied for one minute (a placarded requirement for this aircraft) followed by a final full power check. Ten minutes after take-off, when at 1300 ft, the engine began to run roughly. The pilot applied carburettor heat, following which the engine ran smoothly. A few minutes later it ran roughly again and carburettor heat was again applied. However, the engine continued to lose power.

A forced landing was carried out on a road. Immediately after landing, the left wing-tip hit a small sapling, which was supported by a wooden stake. This caused the aircraft to swing off the road, momentarily becoming airborne, before coming to rest inverted in an adjacent ploughed field. The pilot, who was wearing a full harness, was uninjured.

In the absence of any other known problems the pilot considered the cause of the power loss to have been carburettor icing. The air temperature at the time was +8 deg C and the fuel being used was Mogas 4 star. It is an acknowledged characteristic of Mogas that under given conditions it is more likely than Avgas to induce carburettor icing.

Information Source:	Aircraft Accident Report Form submitted by the pilot
Commander's Total Flying Experience:	915 hours (of which 305 were on type)
Commander's Age:	30 years
Commander's Licence:	Private Pilot Licence with Night Rating
Nature of Damage:	Damage to the fuel system, valves and propeller
Injuries:	Crew - None
Persons on Board:	Crew - 1 Passenger - None
Type of Flight:	Private (pleasure)
Location:	Meridaleham Airfield, Suffolk
Date and Time (UTC):	8 April 1989 at 1430 hrs
Year of Manufacture:	1966
No & Type of Engines:	1 JAP 109 piston engine
Aircraft Type and Registration:	Luton LAA Minc G-ASBA

The pilot moved the aircraft out of its hangar and taxied out the "daily" and "weekly" inspections which included checking the fuel system for any evidence of water and sediment.

After starting the engine, full power was reached at 3000 RPM and the magnetos at 1500 RPM. The engine oil pressure and temperature were normal.

After taxiing for some 800 metres, carburettor heat was applied for one minute as planned. The pilot then applied carburettor heat for a further 10 minutes. The engine ran smoothly. A few minutes later it ran roughly again and carburettor heat was again applied. However, the engine continued to lose power.

A forced landing was carried out on a road. Immediately after landing, the left wing tip hit a small sapling, which was supported by a wooden stake. This caused the aircraft to swing off the road, momentarily becoming airborne, before coming to rest inverted in an adjacent ploughed field. The pilot, who was wearing a full harness, was uninjured.