

ACCIDENT

Aircraft Type and Registration:	Nord 1002 Pingouin II, G-ATBG	
No & Type of Engines:	1 Renault 6Q10B piston engine	
Year of Manufacture:	1945	
Date & Time (UTC):	15 August 2008 at 0950 hrs	
Location:	Near Headcorn Aerodrome, Kent	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers: None
Injuries:	Crew - None	Passengers: N/A
Nature of Damage:	Minor damage to propeller, nose and lower cowling, right aileron, flaps, pitot tube and venturi	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	56 years	
Commander's Flying Experience:	1,592 hours (of which 68 were on type) Last 90 days - 41 hours Last 28 days - 18 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot and further enquiries by the AAIB	

Synopsis

The pilot was forced to land the aircraft in a field after the engine failed to respond when he attempted a go-around manoeuvre. This was as a result of another aircraft turning on to final approach ahead of him, leaving insufficient separation for him to continue. The pilot was uninjured and the aircraft sustained minor damage. The weather conditions were conducive to serious carburettor icing at descent power settings.

History of the flight

The aircraft was approaching to land at Lashenden/Headcorn Airfield after an uneventful flight from Audley End. The pilot joined the left-hand circuit pattern for

Runway 29 and called 'finals' as he turned the aircraft onto final approach. Another aircraft was approaching to land and had advised that he was conducting a non-standard right base leg join. The airfield air/ground radio operator informed this aircraft of the runway in use, the altimeter pressure setting and reminded the aircraft to give way to circuit traffic.

When this other aircraft turned on to final approach in front of the aircraft, the pilot of G-ATBG elected to commence a go-around as there was now insufficient separation. When the throttle was advanced, the engine failed to respond and a subsequent reselection by the

pilot had no effect. After a check of cockpit settings, which appeared normal, a MAYDAY was declared.

As the runway was occupied by the other aircraft, the pilot elected to land in a stubble field with the landing gear retracted, approximately ½ mile west of the airfield. The pilot was uninjured and able to vacate the aircraft normally. The aircraft sustained minor damage.

Weather conditions at the time were CAVOK but the temperature and dew point indicated that serious carburettor icing was likely at descent power settings, reference CAA Safety Sense Leaflet 14.

There were no obvious signs of mechanical failure of the engine, but should any be identified in any subsequent overhaul activity, they will be reported in a future AAIB Bulletin.

Comment

The Autumn 2008 issue of the CHIRP General Aviation Safety Newsletter - Issue 37, identifies circuit indiscipline as a growing safety concern. CAA Safety Sense Leaflets 1 and 6d give guidance on good airmanship and standard joining procedures.