

AAIB Bulletin No: 8/93

Ref: EW/G93/07/11

Category: 1c

Aircraft Type and Registration: Avid Aerobat, G-EFRY

No & Type of Engines: 1 Rotax 582 piston engine

Year of Manufacture: 1993

Date & Time (UTC): 11 July 1993 at 1518 hrs

Location: Field near Hill Wooton, near Kenilworth, Warwickshire

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - 1

Injuries: Crew - None Passengers - None

Nature of Damage: Impact damage to engine, propeller, wing, fin and rudder

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

Commander's Age: 45 years

Commander's Flying Experience: 271 hours (of which 15 were on type)
Last 90 days - 16 hours
Last 28 days - 7 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

Whilst engaged in local flying the pilot decided to land to avoid a heavy rain shower and contacted Coventry to obtain their weather. He was informed that the shower had just passed and that the wind had dropped, and was given permission to position himself for a straight-in approach to Runway 05. Flying at 2,000 feet he was told to descend to remain clear of the Birmingham CTA. A reduced power descent was started but when power was demanded at 1,000 feet to arrest the descent, there was no response. Changing the fuel tank selection and switching on the fuel pump made no difference and the engine continued to lose power, so the pilot made a forced landing, maintaining a high nose attitude during the landing roll. After 30 yards the nosewheel contacted the ground, dug in and caused the aircraft to turn onto its back.

The aircraft was given a comprehensive check by another pilot with experience on the aircraft type, who came to the conclusion that carburettor induction icing was the most likely cause of the loss of power, and that although the aftercast gave an air temperature of 10°C, conditions close to the squall line may have been significantly different with high humidity.