Avid Speedwing, G-BTRC

AAIB Bulletin No: 12/2001	**Ref: EW/G2001/06/37**	**Category: 1.3**
Aircraft Type and Registration:	Avid Speedwing, G-BTRC	
No & Type of Engines:	1 BMW R100 piston engine	
Year of Manufacture:	1991	
Date & Time (UTC):	22 June 2001 at 1310 hrs	
Location:	Trueleigh Farm, near Brighton	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - Nil
Nature of Damage:	Substantial	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	53 years	
Commander's Flying Experience:	235 hours (of which 78 were on type)	
	Last 90 days - 21 hours	
	Last 28 days - 5 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

After a local flight, the pilot carried out a straight-in approach to the west for a touch-and-go landing on a farm strip. The strip had a surface of dry short grass and was orientated east/ west; the surface wind was 7 kt with a variable direction from 100°M through to 170°M. The preferred landing direction for the strip is to the west unless there is an excessive tailwind component; on this occasion, the pilot considered that the component was acceptable. The cloud was an estimated FEW at 3,500 feet agl; temperature was 17°C with a dew point of 10°C.

After a normal touch-and-go landing from a glide descent, the pilot experienced a rough running engine with a loss of power on initial climb. At an estimated height of 50 to 100 feet agl, he decided to land straight ahead into an adjoining field. The landing, over a line of trees, was initially successful but the pilot was unable to stop the aircraft before it hit a further line of trees. The right wing made the first contact and this spun the aircraft around. On coming to rest, the pilot shut down the engine and he and his passenger evacuated the aircraft.

The next day, the pilot checked the aircraft but could find no apparent problem with the engine or propeller. Initially, the engine ran only on one cylinder but, after a few seconds appeared to run

normally. The pilot surmised that the weather conditions had been such that carburettor icing, following his idle power descent from about 2,000 feet, may have been the cause of his engine problems. He also commented favourably on the fact that both occupants were equipped with four point harnesses.

As described in General Aviation Safety Sense Leaflet 3B, serious icing at descent power could have been expected in the air/ dew point temperatures at the time of the flight. However, the carburettor on G-BTRC uses pre-warmed air from inside the engine cowling and does not have a history of carburettor icing problems. During the repair of the aircraft, the engine will be inspected for evidence of any fault that may have contributed to the reported engine problems; any findings will be reported in a future issue of the AAIB Bulletin.