

No: 8/90 **Ref:** EW/G90/04/25 **Category:** 1c

Aircraft Type and Registration: Reims Cessna F150L, G-BKAC

No & Type of Engines: 1 Continental O-200-A piston engine

Year of Manufacture: 1973

Date and Time (UTC): 28 March 1990 at 0930 hrs

Location: Rochford, Essex

Type of Flight: Private (training)

Persons on Board: Crew - 1 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Nose landing gear collapsed with associated damage to engine mounting and underside of cowling.

Commander's Licence: Student Pilot

Commander's Age: 40 years

Commander's Total Flying Experience: 29 hours (all on type)

Information Source: Aircraft Accident Report Form submitted by the pilot

The pilot underwent 3 check circuits with an instructor before being authorised to carry out her second solo flight. She then embarked upon the first circuit of the solo detail. She reported that before turning onto the base leg of the circuit, air traffic control told her to carry out one orbit.

Having completed this manoeuvre, she turned onto base leg, selected the carburettor air control to hot, reduced power to 1700 rpm and established the aircraft in trim with 20° of flap at 70 mph. At about 750 feet she attempted to increase power to control the rate of descent but the engine misfired and would not produce any power, even with full throttle selected. She therefore selected an open area and carried out a forced landing.

A general examination of the engine was carried out after the accident. The fuel and oil filters were both removed. Each filter was found to be free from contamination and the carburettor was clearly still receiving fuel. When rotated, the engine exhibited compression on all four cylinders and the magneto inertia couplings could be heard apparently operating correctly. A test of the ignition/start switch was carried out in situ and indicated correct electrical operation of the switch and earthing wires on all

selected positions. The carburettor was removed and subjected to leak-testing, followed by a detailed strip-examination. No evidence was found of any defects or significant errors in settings within the unit.

The reported meteorological observations at the time of the accident included a temperature of +8 deg celsius and a dew point of + 2 deg celsius . These figures represent a condition in which a risk of serious carburettor icing at any power exists .

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