

No: 1/91

Ref: EW/G90/09/12

Category: 1c

**Aircraft Type
and Registration:**

Avions Fairey Topsy Nipper T66 Mk II, G-ARFV

No & Type of Engines: 1 Volkswagen 1834 piston engine

Year of Manufacture: 1960

Date and Time (UTC): 25 September 1990 at 1127 hrs

Location: Near West Malling Aerodrome, Kent

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - None

Injuries: Crew - 1 (minor) Passengers - N/A

Nature of Damage: Damage to propeller, nosewheel, cockpit, fin and rudder

Commander's Licence: Private Pilot's Licence

Commander's Age: 53 years

**Commander's Total
Flying Experience:** 275 hours (of which 148 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot

The aircraft had departed from Biggin Hill and was at 1800ft, about 3 nm NW of West Malling, when the engine began to lose power. Carburettor heat was selected, but appeared to have no effect. The pilot reported to Biggin Hill that he had a severe engine problem and intended to land at West Malling. The aircraft was losing height, but the pilot thought that he could reach runway 07. However, when the aircraft was about 1 nm from the threshold the engine stopped. The aircraft began to descend very quickly and the pilot did not think that he would be able to clear the trees on the airfield boundary, so he chose a field for a forced landing and advised Biggin Hill accordingly. The aircraft landed normally in the middle of the field but turned over during the landing run due to soft furrows which ran diagonally across the direction of landing. The pilot sustained only a small cut and was able to undo his full harness and evacuate the aircraft without difficulty. There was no fire.

Examination of the engine revealed no reason for the loss of power. The aircraft had been fuelled with four star mogas, obtained from a local motor garage. Although no weather forecast was obtained before the flight, the pilot stated that the weather was good, *ie* dry with 10 nm visibility, no cloud and a 5 knot northerly wind. The Meteorological Office provided an aftercast based on readings taken at 1200 hrs UTC from Crawley. This indicated, at 1800ft, a temperature of +7.5°C and a dewpoint of +4.8°C, with a relative humidity of 71%. Using a chart which indicated the severity of possible carburetor icing, these figures indicated serious carburettor icing, at any power.