

Evans VP-1 Series 2, G-BKFI, 7 November 1998 at 1215 hrs

AAIB Bulletin No: 4/99 Ref: EW/G98/11/04 Category: 1.3

Aircraft Type and Registration: Evans VP-1 Series 2, G-BKFI

No & Type of Engines: 1 Volkswagen 1834 piston engine

Year of Manufacture: 1985

Date & Time (UTC): 7 November 1998 at 1215 hrs

Location: Rayne Hall Farm private strip, East Englesfield, Essex

Type of Flight: Private

Persons on Board: Crew - 1 - Passengers - None

Injuries: Crew - None - Passengers - N/A

Nature of Damage: Damage to landing gear and propeller

Commander's Licence: Private Pilot's Licence

Commander's Age: 44 years

Commander's Flying Experience: 181 hours (of which 2 were on type)

 Last 90 days - 28 hours

 Last 28 days - 5 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The pilot had already flown the aircraft for approximately 45 minutes in the local area. After landing, he kept the engine running before taking off again to the east, using full power. After take off, the aircraft was turned north.

At about 500 feet agl the engine lost power, and the nose was lowered to achieve best glide speed. Carburettor heat was applied, and this action resulted in a restoration of power. The pilot later reported that there had been no overt signs that icing had been present, such as 'spluttering of melted ice into the carb', and he had therefore cancelled carburettor heat. However, after about 20 seconds the engine again lost power, but when carburettor heat was reselected it regained power.

The nearest place to land was the airfield from which the aircraft had just taken off, and the aircraft was therefore turned back for a landing in a westerly direction. The engine continued to run, but during the landing the nose of the aircraft struck the ground, breaking the propeller and damaging the landing gear. The pilot attributed the accident to poor control of the aircraft in pitch due to the distractions caused by the engine problem, and to the crosswind conditions. The wind was from 180° at 11 kt; and the reported air temperature was +12°C, with a dew point of +8°C. In such

conditions, serious carburettor icing is predicted at any power setting. The aircraft fuel used was Mogas.