

**AAIB Bulletin No: 6/94**

**Ref: EW/G94/03/01**

**Category: 1.3**

**Aircraft Type and Registration:** Taylor Monoplane, G-APRT

**No & Type of Engines:** 1 Ardem 4C02 Mk.X piston engine

**Year of Manufacture:** 1959

**Date & Time (UTC):** 6 March 1994 at 1155 hrs

**Location:** Rodling Lane, Chigwell, Essex

**Type of Flight:** Private

**Persons on Board:** Crew - 1                      Passengers - None

**Injuries:** Crew - None                      Passengers - N/A

**Nature of Damage:** Damage to propeller and left landing gear leg

**Commander's Licence:** Private Pilot's Licence

**Commander's Age:** 22 years

**Commander's Flying Experience:** 332 hours (of which 2 were on type)  
Last 90 days - 7 hours  
Last 28 days - 5 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot

The aircraft had just been acquired by the pilot and it was being flown to a private strip near his home. The fuel tank had been filled with Mogas (6 gall imp) before departure and the flight had proceeded normally for 1 hour 20 minutes at a cruising altitude of 1,500 feet. The pilot had made regular applications of carburettor hot air and the fuel sight gauge was indicating half fuel. With little warning the engine "coughed" and lost power. The pilot applied full carburettor heat but the engine failed to recover and so he carried out a forced landing into a field. The ground, however, was soft and the aircraft tipped onto its nose.

After recovery, repair and a full check of the aircraft's fuel system and carburettor heat mechanism the engine was test run and it performed normally. On examination the engine was found to be fitted with a modification which uses a manifold containing engine oil to heat the carburettor air passage.

An aftercast for the area and time of the accident showed that, at the aircraft's cruising altitude, ambient air temperature would have been 3°C with humidity at 75% which represents a condition in which serious carburettor icing can develop at any power setting (CAA Safety Sense Leaflet No 14).