

Aircraft type and registration: Cessna F150J G-AWSD (light single engine aircraft)

Year of Manufacture: 1968

Date and time (GMT): 18 November 1984 at 1600 hrs

Location: Felthorpe, Norfolk

Type of flight: Private

Persons on board: Crew — 1 Passengers — None

Injuries: Crew — None Passengers — None

Nature of damage: Damage to engine, propeller, and undercarriage

Commander's Licence: Private Pilot's Licence

Commander's Age: 73 years

Commander's total flying experience: 1765 hours (of which 71 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot

The aircraft had not flown for several days and the pilot took off intending to fly a short circuit detail. During the downwind leg carburettor heat was applied for 10 seconds, albeit at a low throttle setting, and then reselected to cold. Whilst turning onto base leg, the pilot closed the throttle and applied full flap. At 250 ft AGL, whilst on short finals, the throttle was opened but the engine did not respond. The pilot operated the primer in an unsuccessful attempt to restart the engine, and the propeller almost stopped in the rapidly decaying airspeed. The engine was turned over using the starter but did not pick up. Due to being preoccupied with the engine, the pilot considers he paid insufficient attention to the landing, and the aircraft stalled from a height of about 25 feet. The nose undercarriage folded rearwards and the aircraft came to rest after a short ground slide. The pilot evacuated the aircraft without injury.

The carburettor was badly damaged in the accident, but it was possible to confirm that fuel was reaching the filter bowl. The fuel, which was Mogas, was normal in appearance, as was a sample of engine oil. A detailed examination of the engine was not carried out, however. An aftercast showed that the surface temperature and surface dew point were respectively +7°C and +6°C. Under such conditions there is a serious risk of carburettor icing.