

AAIB Bulletin No: 2/93

Ref: EW/G92/10/15

Category: 1c

Aircraft Type and Registration: Piper J5A Cub Cruiser, G-BRIL

No & Type of Engines: 1 Continental A75-8 piston engine

Year of Manufacture: 1941

Date & Time (UTC): 24 October 1992 at 1630 hrs

Location: Kearsley Airstrip, Northumberland

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - 1

Injuries: Crew - None Passengers - None

Nature of Damage: Damage to landing gear and left wing

Commander's Licence: Private Pilot's Licence with IMC and Night ratings

Commander's Age: 43 years

Commander's Flying Experience: 410 hours (of which 90 were on type)
Last 90 days - 36 hours
Last 28 days - 17 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The aircraft was engaged on a private flight from Peterlee to Kearsley, near Newcastle. An Airmet forecast had been obtained at 1000 hrs and indicated good visibility, little cloud and a wind of 230°/15 kt. The pilot stated that as it was a rather cool day he had used cabin heat. The flight had proceeded uneventfully until the approach into Kearsley. At Stocksfield the aircraft had descended to 1,200 feet amsl in order to remain below the Newcastle Special-rules zone until final descent was commenced. Carburettor hot air was selected for the descent. On final approach considerable 'sink' was encountered, but the pilot did not consider this unusual at Kearsley. He therefore advanced the throttle but the engine misfired and produced no additional power. During the final stages of the approach the left mainwheel and tailwheel struck a stone wall at the airfield boundary causing both to separate. However the pilot was able to land on the remaining wheel and applied right aileron to delay the left wing drop for as long as possible, before finally bringing the aircraft to rest in the centre of the strip. There was no fire, and both occupants were able to vacate the aircraft without injury.

The pilot stated that in his opinion the loss of power had been caused by carburettor icing. He was aware that the engine installation in the Cub is regarded by some pilots as being susceptible to

carburettor icing, and also suggested that the use of cabin hot air could have reduced the efficiency of the induction hot air system. The aircraft was running on four star Mogas at the time. An aftercast obtained from the Meteorological Office at Bracknell indicated that, under the conditions recorded at the time, severe carburettor icing could have occurred at descent power.