CAARP CP1330 Super Emeraud, G-BANW

AAIB Bulletin No: 12/98 Ref: EW/G98/06/30 Category: 1.3

Aircraft Type and Registration:	CAARP CP1330 Super Emeraud, G-BANW
No & Type of Engines:	1 Lycoming O-235-C1 piston engine
Year of Manufacture:	1966
Date & Time (UTC):	20 June 1998 at 1800 hrs
Location:	300 metres south of Scotland Farm, Hampshire
Type of Flight:	Private
Persons on Board:	Crew - 1 - Passengers - None
Injuries:	Crew - None - Passengers - N/A
Nature of Damage:	Propeller and light damage to port wheel spat, tyre and tube, pitot head, horn balance (starboard), wing, navigation lights, minor fuselage fabric damage
Commander's Licence:	Private Pilot's Licence with Night Rating
Commander's Age:	49 years
Commander's Flying Experience:	904 hours (of which 337 were on type) Last 90 days - 11 hours Last 28 days - 5 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot. Further telephone conversation with pilot and liaison with Meteorological Office

The aircraft was carrying out a flight from Gloucester Cheltenham Airport to Scotland Farm landing strip in North East Hampshire. The pilot reported that due to the high outside air temperature (27_C), carburettor heat was only selected once during the flight. He also reported that the landing approach took place in a gusting crosswind, the landing strip being a mown area of less width than the span of the aircraft. The pilot was in initial doubt about which landing direction to use and he later considered that all these factors contributed to creating such distraction that he failed to select carburettor heat on final approach.

At about 200 feet AGL, the engine lost power. A high sink rate developed and the pilot found that high trees and a low power cable at the threshold obstructed the approach. He therefore turned to the right above the woods and crossed the M3 motorway before landing in a field of standing wheat.

The pilot informed the AAIB that he subsequently fitted another propeller and carried out ground running of the engine in preparation for flying the aircraft out of the field, following temporary repairs. The engine appeared to operate satisfactorily, however it was subsequently decided to dismantle the machine and move it by road to the premises of a repair company. An aftercast of the local conditions at the time of the accident, obtained by the AAIB, indicted that the conditions were well within the envelope conducive to serious carburettor icing at glide power and were capable of producing slight carburettor icing at cruise power.