

No: 8/92

Ref: EW/G92/04/19

Category: 1c

**Aircraft Type and Registration:** Piper L18C (Modified) Super Cub, G-CLIK

**No & Type of Engines:** 1 Continental O-200-A piston engine

**Year of Manufacture:** 1949

**Date & Time (UTC):** 26 April 1992 at 1730 hrs

**Location:** Monewden landing strip, Suffolk

**Type of Flight:** Private

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

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

**Nature of Damage:** Damage to wing leading edges, lift struts, left landing gear, propeller and cockpit perspex

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

**Commander's Age:** 60 years

**Commander's Flying Experience:** 1,173 hours (of which 797 were on type)  
Last 90 days - 10 hours  
Last 28 days - 2 hours

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

After taxiing out to the holding point for the active runway, the pilot carried out the normal engine checks, with no problems apparent. As the aircraft was lightly loaded, the pilot throttled the engine back to 2200 rpm soon after take-off in order to minimise engine wear, whereupon a loss of power occurred. Carburettor heat was applied but this did not restore power. The pilot decided to turn back in order to try to reach the cross runway on the airfield, due to unsuitable ground beneath him. He reported that a 'flat turn' was made with rudder, but that the wheels then 'caught' in a tall hedge and arrested the flight. There was no fire and the pilot, who was wearing a full harness, was uninjured and able to make his escape unaided.

The pilot considered, in retrospect, that it was unwise to reduce power so early in the climb as this probably led to the formation of carburettor icing, as well as a reduction in exhaust gas temperature. The airfield from which this flight took place has a grass surface, and the flight was made after a prolonged period of rain earlier in the day. The aircraft was being operated on MOGAS and the ground level temperature was reported to have been at +12°C. With the inferred high level of humidity, the conditions would have been conducive to the formation of carburettor icing, at any

power setting. Test work has shown that, because of the greater volatility and possible greater water content, carburettor and fuel icing are more likely to occur with MOGAS than with AVGAS. Two documents published by the CAA relate to the subject of carburettor icing, its cause, prevention and cure. These are AIC 59/1990 and General Aviation Safety Sense leaflet No 14.