

ACCIDENT

Aircraft Type and Registration:	Cessna F172H Skyhawk, G-CGRE
No & Type of Engines:	1 Lycoming O-360-A4M piston engine
Year of Manufacture:	1967 (Serial no: 410)
Date & Time (UTC):	18 August 2012 at 1438 hrs
Location:	Near Baas Hill, Hoddesdon, Hertfordshire
Type of Flight:	Aerial Work
Persons on Board:	Crew - 1 Passengers - 1
Injuries:	Crew - 1 (Minor) Passengers - 1 (Minor)
Nature of Damage:	Damage to engine, nose and wings
Commander's Licence:	Commercial Pilot's Licence
Commander's Age:	41 years
Commander's Flying Experience:	782 hours (of which 305 were on type) Last 90 days - 32 hours Last 28 days - 14 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

The aircraft was returning to Old Sarum from Durham Tees Valley Airport when, approximately 2 hours 40 minutes after takeoff, the engine began to run rough and lose power. Despite the application of carburettor heat, and the selection of the fuel mixture to RICH, the engine continued to lose power. The pilot carried out a forced landing in a field which resulted in damage to the aircraft's nose and wings. Both occupants received minor injuries but were able to leave the aircraft unassisted.

The pilot reported that the fuel tanks had been filled to maximum capacity (195 litres) prior to takeoff at Durham Tees Valley. The pilot's report indicated that approximately 70 litres of fuel should have been present in the fuel tanks at the time of the incident. A review of the weather conditions prevalent at the time of the accident showed there was the potential for moderate carburettor icing at cruise engine power settings. It is therefore possible that the presence of carburettor icing may have contributed to the loss of engine power.