

**No: 8/85**

**Ref: EW/G85/07/06**

**Aircraft type and registration:** Monnet Sonerai 2L G-RILY (home-built single engined fixed wing aircraft)

**Year of Manufacture:** 1982

**Date and time (GMT):** 5 July 1985 at 1715 hrs

**Location:** Park Farm, Eaton Bray, Nr Leighton Buzzard, Beds

**Type of flight:** Private (pleasure)

**Persons on board:** Crew — 1                      Passengers — None

**Injuries:** Crew — 1 (minor)                      Passengers — None

**Nature of damage:** Substantial — to propeller, fuselage and extremities, possible shock-loaded engine

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

**Commander's Age:** 32 years

**Commander's Total Flying Experience:** 1885 hours (of which 3 were on type)

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

The aircraft was en-route from Elstree to Cranfield at 1,400 feet amsl and in company with a Jodel. The pilot of G-RILY found that full throttle was required to maintain station with the other aircraft, and that subsequently, the power available was insufficient to maintain airspeed. Carburettor heat was applied, but with no apparent effect. The aircraft was obliged to descend, maintaining an IAS of 75 mps through an estimated 600 feet agl, and in the later stages of the descent, reducing speed to 65 mph. A nearby farm strip was seen to be obstructed as was an adjacent field. The only option remaining was a forced landing in a field containing barley. During the descent, carburettor heat was again selected but had no noticeable effect.

Crash landing checks were carried out, and the aircraft was landed in the barley field experiencing a rapid deceleration in the standing crop. On the second nosewheel contact with the ground, the nosewheel encountered a rut, the right wingtip touched the ground followed by the nose, and the aircraft became inverted. After supporting himself and releasing his harness, the pilot removed pieces of the plexiglas canopy and rocked the aircraft in order to provide a sufficiently wide exit for his escape. There was no fire.

The ambient temperature recorded at Luton at 1650 hrs was 23°C. According to the chart contained in the pink Aeronautical Information Circular No 1/85 concerning carburettor icing, the above conditions are conducive to moderate icing at cruise power, and severe icing during descent. This very informative Circular discusses carburettor icing, its formation and recognition, and the recommended use of carburettor heat.

Among the points made is the recommendation that if icing is recognised or anticipated, full heat should be applied, and even if the engine runs more roughly, be sustained for at least 15 seconds until the ice has dissipated.