

No: 6/85

Ref: EW/G85/03/12

**Aircraft type and registration:** Bolkow 208C G-BITT (light single engined fixed wing aircraft)

**Year of Manufacture:** 1969

**Date and time (GMT):** 31 March 1985 at 1239 hrs

**Location:** 1 mile SW of Junction 5 on M2 (Kent)

**Type of flight:** Test Flight

**Persons on board:** Crew — 1                      Passengers — 1

**Injuries:** Crew — None                      Passengers — None

**Nature of damage:** Heavy landing damage to undercarriage and propeller

**Commander's Licence:** Commercial Pilot's Licence with Instrument and Instructors ratings

**Commander's Age:** 30 years

**Commander's total flying experience:** 2500 hours (of which 1 was on type)

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

In normal cruising flight at 1500 ft altitude, in clear weather with a cloud-base of 3000 ft and a temperature of 9°C, the aircraft's engine began to suffer rough running. The pilot headed the aircraft towards the departure airfield, Rochester, but the engine lost more power and a forced landing was carried out in a field. Wind shear was experienced on final approach and the landing was heavy, causing damage to the undercarriage and propeller.

Carburettor hot air had been applied initially but when the engine roughness increased it was de-selected.

An examination of the engine and its fuel and ignition systems had not revealed a defect which could explain the power loss.

**Comment**

Though the reason for the engine failure here is not known, when carburettor icing is experienced initial application of carburettor hot air often does result in increased rough running.