

ACCIDENT

Aircraft Type and Registration:	CEA DR400/2+2, Dauphin, G-BBCH	
No & Type of Engines:	1 Lycoming O-235-H2C piston engine	
Year of Manufacture:	1973 (Serial no: 850)	
Date & Time (UTC):	21 February 2014 at 1604 hrs	
Location:	Sandhurst Village, Gloucestershire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damaged beyond economic repair	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	59 years	
Commander's Flying Experience:	906 hours (of which 714 were on type) Last 90 days - 4 hours Last 28 days - 4 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

While on a local VFR flight the engine lost power, probably as a result of carburettor icing. During the subsequent forced landing the aircraft came to rest in a hedge and was severely damaged.

History of the flight

The pilot was on a local VFR flight from Gloucestershire Airport. The pilot flew between 1,500 ft and 2,000 ft amsl to remain VMC below cloud.

Approximately 15 nm west of Gloucestershire Airport, the pilot applied carburettor heat for "about 10 seconds", before heading back to the airport. Approximately 10 nm from the airport, at about 1,500 ft amsl, the pilot noticed a severe reduction in engine power. He applied carburettor heat for about 10 seconds, turned the fuel pump ON and confirmed the magnetos were on BOTH. He informed ATC that he had an engine problem and that he was making a forced landing.

During the forced landing the aircraft's rate of descent increased just before touchdown. The aircraft then hit and came to rest in a hedge in the undershoot of the field in which the pilot intended to land. He vacated the aircraft uninjured. Emergency services arrived soon after.

The aircraft suffered extensive damage to its nose landing gear leg, wings and propeller. Approximately 70 litres of fuel were recovered from the aircraft.

Pilot's comments

The pilot commented that during his pre-flight preparation he did not believe there to be a serious risk of carburettor icing. He could not recall using the carburettor heat regularly during the flight.

Having subsequently noted in '*Safety Sense Leaflet 14 - Piston Engine Icing*', published by the CAA, that the conditions may have been conducive to a "moderate to severe risk" of carburettor icing, the pilot believed that this was the cause of the power reduction. He added that in retrospect he should have used the carburettor heat for longer and more frequently.