

ACCIDENT

Aircraft Type and Registration:	Maule MX-7-180C, N1052U	
No & Type of Engines:	1 Lycoming O-360-C1F piston engine	
Year of Manufacture:	1998 (Serial no: 28007C)	
Date & Time (UTC):	4 February 2015 at 1525 hrs	
Location:	Strathaven Airfield, South Lanarkshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to right landing gear, windscreen, fuselage, wings and struts, propeller, engine, cowling and empennage	
Commander's Licence:	National Private Pilot's Licence	
Commander's Age:	51 years	
Commander's Flying Experience:	189 hours (of which 21 were on type) Last 90 days - 23 hours Last 28 days - 23 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The aircraft was landing at Strathaven Airfield. The final approach seemed satisfactory to the pilot but when he glanced at the airspeed indicator, he saw that he was below his target speed. However, when he tried to increase power, the engine stopped and the aircraft stalled, hitting some trees before coming to rest in a field. The pilot considers that either carburettor ice or water in the fuel may have been responsible for the engine stoppage.

History of the flight

The aircraft had turned from right base leg onto finals for Runway 27, having flown from Perth without incident. The pilot adjusted the propeller rpm to 2,500 and set 10 lb manifold pressure. He commenced the final descent from 800 ft, selecting three stages of flap and states that the approach was "fine" as the aircraft cleared a tall tree in its path. He then glanced at the airspeed indicator and saw that it was reading 55mph (against a target 60-70 mph) and decreasing, whilst the aircraft was sinking. The pilot applied full power but the engine "coughed" and then stopped.

He lowered the nose slightly and tried to turn the aircraft left to force land in a field but it stalled, struck trees beneath him and came to rest in the field. The pilot was uninjured but the aircraft suffered substantial damage.

The pilot considers that the behaviour of the engine was consistent with either carburettor ice or water in the fuel. He reported that he normally applies carburettor heat upon entering the circuit and, whilst he could not definitely recall whether he did on this occasion, he saw no reason to believe that he had omitted such a habitual action. The weather conditions were such that the aircraft was flying in the 'Moderate icing risk at cruise power and serious icing risk at descent power' portion of the carburettor icing chart published by the Civil Aviation Authority (Figure 1). The carburettor float chamber had not been checked for the presence of water at the time of preparation of this Bulletin.

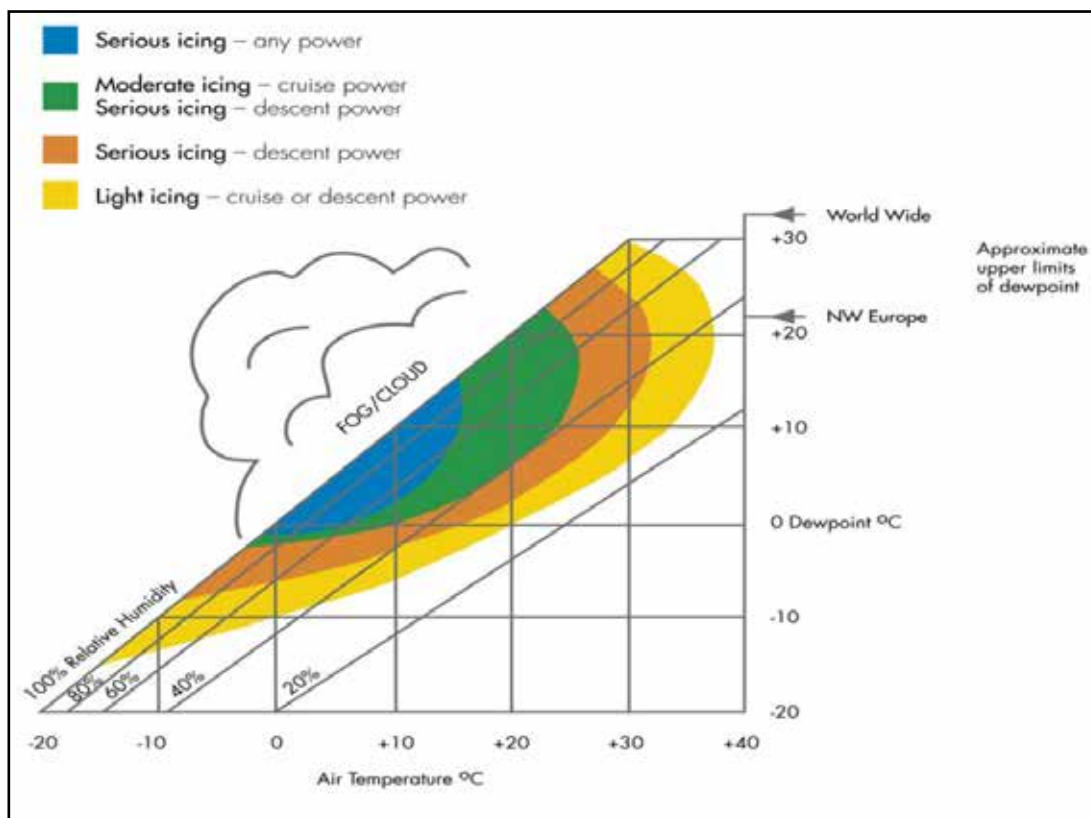


Figure 1