

ACCIDENT

Aircraft Type and Registration:	Luscombe 8A Silvaire, G-BRJK	
No & Type of Engines:	1 Continental Motors Corp A65-8F piston engine	
Year of Manufacture:	1946 (Serial no: 4205)	
Date & Time (UTC):	27 December 2016 at 1530 hrs	
Location:	Chilbolton Airfield, Hampshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Undercarriage, leading edge, lift strut and engine	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	43 years	
Commander's Flying Experience:	330 hours (of which 185 were on type) Last 90 days - 4 hours Last 28 days - 2 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The pilot was landing on Runway 06 at Chilbolton Airfield, a grass runway with power lines to the side and across the extended centreline. The pilot crossed the threshold approximately 10 mph faster than normal, bounced after touchdown and elected to go around. The engine faltered when power was demanded. Rather than risk not clearing the hedge at the end of the runway and power lines ahead, he cut the power, landed and applied full brakes. The aircraft struck the hedge at approximately 15-25 mph and was brought to a halt. The pilot was not injured but the hedge and the aircraft were damaged.

Weather records from airfields in the vicinity indicated that the conditions were conducive to severe carburettor icing under any power setting. The pilot recalled using carburettor heat on the approach but could not rule carburettor icing out as a possible factor.

The pilot stated that the engine faltering was likely due to the carburettor not having an accelerator pump and being more sensitive to mixture setting than other types of carburettor he had used. The pilot stated that he should have taken the known carburettor limitations into account and made an earlier go-around decision.