

# Cessna 182D, G-JOON

**AAIB Bulletin No: 2/99 Ref: EW/G98/10/02 Category: 1.3**

<b>Aircraft Type and Registration:</b>	Cessna 182D, G-JOON
<b>No &amp; Type of Engines:</b>	1 Continental O-470-L piston engine
<b>Year of Manufacture:</b>	1960
<b>Date &amp; Time (UTC):</b>	1 October 1998 at 1345 hrs
<b>Location:</b>	Marsh Road, Holbeach, St Mark, Lincolnshire
<b>Type of Flight:</b>	Private
<b>Persons on Board:</b>	Crew - 1 - Passengers - None
<b>Injuries:</b>	Crew - None - Passengers - N/A
<b>Nature of Damage:</b>	Damage to propeller, nose landing gear and fuselage
<b>Commander's Licence:</b>	Private Pilot's Licence
<b>Commander's Age:</b>	49 years
<b>Commander's Flying Experience:</b>	1,500 hours (of which 100 were on type) Last 90 days - 20 hours  Last 28 days - 10 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

Whilst on a flight from Kirton Lindsey to Seething, the pilot reported that the engine had stopped and had then started again. Whilst attempting to select the "least bad field" for a forced landing, the pilot selected carburettor heat and the other fuel tank, rather than 'Both'. As the engine picked up, he turned south towards Fenland Airfield but the engine then stopped again. The pilot later commented that during the ensuing forced landing he could not reach the manually operated flaps lever with his diagonal restraint strap tight. Upon touchdown the nose wheel dug into soft ground and the aircraft nosed over, but the pilot was uninjured and was able to vacate the cockpit. There was no fire.

The aircraft was subsequently recovered to a maintenance organisation and is currently awaiting repair. No related pre-accident failures have been found associated with the engine or related systems, and the propeller was still free to turn after the recovery. Fuel was found in both wing tanks and a total of 10 gallons was drained by the recovery crew. If any relevant defects are discovered later during repair of the aircraft, they will be reported in a future issue of the AAIB Bulletin.

The weather conditions at the time, as reported in an aftercast obtained for the area from the Meteorological Office at Bracknell, were:-

Wind/Temperatures: Surface      090° 15 gust 25 kt PS17 PS13  
                                2000 feet      100° 25 to 30 kt

Cloud: SCT base 1,500 to 2,000 feet, BKN base 4,000 to 5,000 feet

Humidity:      %

Surface	78
1000 mb	76
1,500 feet (approximately)	950 mb    89
900 mb	88
850 mb	78

When plotted on a carburettor icing probability chart, the conditions at 1,500 feet were found conducive to a serious risk of carburettor icing at any power setting.