

No: 11/88

Ref: EW/G88/08/24

Category: 1c

Aircraft Type and Registration: Cessna 152, G-BOHI

No & Type of Engines: 1 Lycoming O-235-L2C piston engine

Year of Manufacture: 1978

Date and Time (UTC): 29 July 1988 at 1947 hrs

Location: Clacton Airfield, Essex

Type of Flight: Training

Persons on Board: Crew - 1 Passengers - None

Injuries: Crew -None Passengers -N/A

Nature of Damage: Propeller blades bent

Commander's Licence: Student Pilot

Commander's Age: 30 years

Commander's Total Flying Experience: 37 hours (of which 33 were on type)

Information Source: Aircraft Accident Report Form submitted by the Pilot

The aircraft was being used for a local flight which had lasted about 45 minutes. The pilot had made a long descent from 3000 to 1000 feet, during which carburettor heat had not been used. Whilst in this descent, the pilot reported that the aircraft passed close to the edge of a squall. When he attempted to increase the power to arrest this descent, the engine did not respond and began to run very roughly with reducing rpm. Application of carburettor heat did not appear to correct the situation. The pilot realised that he would be unable to reach his intended landing airfield and so he elected to make a forced landing in a nearby field.

During the approach, the aircraft struck a TV aerial and severed some telephone cables, but the landing was executed with the only damage to the aircraft being a bent propeller.

An aftercast has shown that the air temperature between 3000 and 1000 feet rose from 7° to 12° with the humidity remaining at about 70%. These conditions are conducive to carburettor icing even at cruise power settings, and at reduced throttle settings the tendency for carburettor ice formation would be even more severe.