No: 8/90 **Ref: EW/G90/04/12** **Category: 1c**

Aircraft Type and Registration:	Casa 1.131 E3B, G-BRSH
No & Type of Engines:	1 Enma SA Tigre G-IV-AZ piston engine
Year of Manufacture:	1957
Date and Time (UTC):	25 April 1990 at 1830 hrs
Location:	North Wooton, near Kings Lynn, Norfolk
Type of Flight:	Private
Persons on Board:	Crew - 1 Passengers - 1
Injuries:	Crew - None Passengers - None
Nature of Damage:	Substantial to propeller, aircraft nose and landing gear
Commander's Licence:	Private Pilot's Licence
Commander's Age:	36 years
Commander's Total Flying Experience:	143 hours (of which 4 were on type) and 74 hours on rotary wing
Information Source:	Aircraft Accident Report Form submitted by the pilot

While cruising at 800 feet over open countryside, the pilot noticed a slight uneveness in the engine. Although not concerned about the engine performance at this stage, the pilot decided that he would carry out a practice forced landing. He closed the throttle and selected the carburettor heat control to the hot position. At this stage the engine was turning at about 1000 rpm which the pilot states is normal under these conditions. At about 150 feet, the pilot opened the throttle to initiate a go-around but there was no response from the engine. On checking the carburettor heat control, the pilot saw that it was now in the cold position. The pilot decided that a forced landing was inevitable so closed the throttle and switched off the magnetos. The subsequent landing in a field of standing crop was successful but there was insufficient distance in which to stop the aircraft before it reached a large ditch. The aircraft came to rest balanced on the far edge of the ditch but neither occupant was injured and were able to evacuate the aircraft without difficulty.

The pilot states that having examined the carburettor heat control he now realises that he had not been engaging the lever fully in the detent provided and that the strong return spring together with vibration had allowed the control to return to the cold position after having been selected to hot. Another pilot flying in the same area experienced carburettor icing while cruising at low altitude.