Piper PA-18-150, G-ARAM

AAIB Bulletin No: 9/2001 **Ref: EW/G2001/07/03** **Category: 1.1**

Aircraft Type and Registration:	Piper PA-18-150, G-ARAM
No & Type of Engines:	1 Lycoming O-320-A2B piston engine
Year of Manufacture:	1960
Date & Time (UTC):	4 July 2001 at 1732 hrs
Location:	Clacton Beach, Essex
Type of Flight:	Private
Persons on Board:	Crew - 2 - Passengers - None
Injuries:	Crew - 2 (Minor) - Passengers - N/A
Nature of Damage:	Substantial damage to aircraft and some components, both as a result of the impact and immersion in sea water.
Commander's Licence:	Commercial Pilots Licence
Commander's Age:	22 years
Commander's Flying Experience:	1,450 hours (of which 700 were on type)
	Last 90 days - 200 hours
	Last 28 days - 80 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

The pilot was conducting a tailwheel conversion flight at Clacton airfield utilising Runway 36. The approach to this runway is over the sea. During the approach to land, at approximately 350 feet, the engine failed. The pilot initiated a forced landing after checking the: mixture setting, fuel state, magnetos and carburettor heat. The carburettor heat had been selected to 'HOT' during the base leg but had been reselected to 'COLD' when below 500 feet. The aircraft landed successfully on a

nearby beach but towards the end of the ground roll the aircraft ran into shallow water. The sudden retardation caused the aircraft to nose over and it came to rest inverted. Both pilots suffered minor injuries but were able to vacate the aircraft without assistance.

When engineering assistance arrived from Clacton airfield the aircraft had already been recovered to an erect position. Eight gallons of fuel were drained from the fuel tanks and fuel was present in the carburettor and the fuel filter bowl. There was also evidence of further fuel having drained from the aircraft whilst it had been inverted. Inspection revealed that there was no obvious reason for the engine to have failed. There was no significant weather or cloud at the time and the surface wind was 060°/10 kt. The surface temperature was +24°C with a dew point of +14°C. This placed the aircraft in an environment were serious carburettor icing is likely to occur with a low power setting.