

# Piper PA-28-161, G-BPJS

<b>AAIB Bulletin No:</b>	<b>10/99</b>	<b>Ref:</b>	<b>EW/G99/06/02</b>	<b>Category:</b>	<b>1.3</b>
<b>Aircraft Type and Registration:</b>	Piper PA-28-161, G-BPJS				
<b>No &amp; Type of Engines:</b>	1 Lycoming O-320-D3G piston engine				
<b>Year of Manufacture:</b>	1988				
<b>Date &amp; Time (UTC):</b>	1 June 1999 at 1542 hrs				
<b>Location:</b>	Field 2nm north of Enstone village, Oxfordshire				
<b>Type of Flight:</b>	Private (Training)				
<b>Persons on Board:</b>	Crew - 1 - Passengers - None				
<b>Injuries:</b>	Crew - None - Passengers - N/A				
<b>Nature of Damage:</b>	Damage to right main and nose landing gear, engine mount and cowling panels, propeller, right wing and flap				
<b>Commander's Licence:</b>	Private Pilot's Licence				
<b>Commander's Age:</b>	18 years				
<b>Commander's Flying Experience:</b>	160 hours (of which 115 were on type) Last 90 days - 51 hours Last 28 days - 28 hours				
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and AAIB enquiries				

The pilot was the holder of a Private Pilot's Licence (PPL) and was training for an Airline Transport Pilot's Licence (ATPL) with an approved training organisation. He was carrying out a solo general handling flight and was flying a practice forced landing (PFL) pattern, following a simulated 'engine fire' over open country. He had warmed the engine during the descent with a burst of power at about 1,100 feet agl and then continued the 'landing' approach with the carburettor heat set to 'ON', and with the intention of commencing a go-around at about 500 feet agl. As he approached this height, he reselected the carburettor heat to 'OFF' and applied full throttle, but the engine speed only increased to some 1,500 rpm. He rapidly carried out the engine failure checks, but without success. He then shut down the engine, transmitted a Mayday call and carried out a forced landing in a field which was ahead. The aircraft touched down about halfway into the field of pasture, but he then applied right rudder to slew the aircraft since he realised that it would otherwise collide with some trees at the far end of the field. The aircraft then ran obliquely across a broad shallow stream and the right main landing gear and nose gear collapsed, damaging the nose and the right wing. However the pilot was uninjured and was able to vacate the aircraft without difficulty. At the time of the accident there was nil weather with 10 km visibility and scattered cloud at 3,800 feet; the temperature was 19°C and the dew point was 9°C.

The aircraft was subsequently recovered and the engine was found to run normally. Further investigation and engineering work to return the aircraft to service revealed no defect which might have caused the loss of power. The training organisation reported that carburettor ice was not suspected but suggested that, in their view, the engine may have experienced a 'rich cut', possibly due to engine handling during the practice force landing approach and attempted go-around.