

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Piper PA-28-161 Cherokee Warrior II, G-BSPI	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-320-D3G piston engine	
<b>Year of Manufacture:</b>	1981	
<b>Date &amp; Time (UTC):</b>	22 June 2010 at 1416 hrs	
<b>Location:</b>	Gloucestershire Airport, Gloucestershire	
<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 the wing spar, fuselage, landing gear, propeller and engine mounts	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	72 years	
<b>Commander's Flying Experience:</b>	253 hours (of which 159 were on type) Last 90 days - 1 hour Last 28 days - None	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

## Synopsis

During final approach, the pilot increased the throttle but the engine did not respond. The aircraft had insufficient airspeed and altitude to reach the airfield and crashed into a hedge short of the runway.

## History of the flight

The pilot was practising circuits at Gloucestershire Airport; he had successfully completed his first circuit and was on short final for a second touch-and-go. The pilot reported that he had satisfactorily completed the downwind checks and had selected carburettor heat ON during the base leg. After selecting full flap, and at a height of about 150 ft, the pilot applied power to remain on the PAPI indicated glideslope, but the engine did not

respond. As the pilot was wearing a noise-cancelling headset, he could not determine if the engine was operating at idle or was 'windmilling'. The aircraft did not have sufficient airspeed or altitude to glide to the runway, so the pilot landed it short, heavily impacting a large hedge at the edge of a field. The pilot was uninjured, but the aircraft was extensively damaged.

## Discussion

The aircraft was inspected, post-recovery, by the engineering organisation responsible for maintaining it. They could not find any pre-impact defects with either the engine or the fuel system. The weather was conducive to carburettor icing at descent power, but the

pilot considered it was unlikely that carburettor icing had occurred as he had confirmed the carburettor heat was working prior to takeoff and found it was selected ON after the aircraft came to rest. He also confirmed that there had been no problem in achieving full power from the engine during the flight up to that point.