

No: 6/89

Ref: EW/G89/04/20

Category: 1c

**Aircraft Type
and Registration:**

Piper PA-28-181, G-OBUS

No & Type of Engines:

1 Lycoming O-360-A4M piston engine

Year of Manufacture:

1979

Date and Time (UTC):

18 April 1989 at 2004 hrs

Location:

Goodwood, Sussex

Type of Flight:

Training (Night flying)

Persons on Board:

Crew - 2 Passengers - None

Injuries:

Crew - 2 (minor) Passengers - N/A

Nature of Damage:

Nose and right main undercarriage legs separated from the aircraft.
Extensive damage to the whole airframe and propeller.

Commander's Licence:

Commercial Pilot's Licence with IMC, Night and Full Instructor Ratings

Commander's Age:

53 years

**Commander's Total
Flying Experience:**

2,000 hours (of which 545 were on type)

Information Source:

Aircraft Accident Report Form submitted by the pilot

The handling pilot was being instructed for the attainment of a Night Rating. After a third "touch-and-go" circuit, the active runway was changed from 32 to 14, necessitating a rather shorter than normal downwind leg. The pilot, believing that he must change over fuel tanks every quarter hour, included this action in the downwind checks. Having completed the landing on the slightly wet grass runway, the power was reapplied. Just as the aircraft became airborne the engine stopped and the instructor, taking control, landed immediately on the remaining 4-500 m of runway. He was unable to stop the aircraft before it struck an earth and concrete embankment bordering the airfield. The aircraft came to rest tail high, athwart the embankment. There was no fire and the crew, having made the aircraft safe, left it without further incident.

Subsequent investigation showed the fuel tank change over switch to be in the OFF position with the baulk, between LEFT tank and OFF, jammed flush with the backplate.