

**No: 2/91**

**Ref: EW/G90/09/20**

**Category: 1c**

**Aircraft Type  
and Registration:**

Piper PA-32-300, G-AVFS

**No & Type of Engines:**

1 Lycoming IO-540-K1A5 piston engine

**Year of Manufacture:**

1966

**Date and Time (UTC):**

28 September 1990 at 1730 hrs

**Location:**

Crossland Moor Airfield, Huddersfield, Yorkshire

**Type of Flight:**

Private (ferry)

**Persons on Board:**

Crew - 2                      Passengers - None

**Injuries:**

Crew - None                Passengers - N/A

**Nature of Damage:**

Damage to propeller and right main landing gear

**Commander's Licence:**

Private Pilot's Licence with IMC, Night and Instructor ratings

**Commander's Age:**

41 years

**Commander's Total  
Flying Experience:**

3,125 hours (of which 5 were on type)

**Information Source:**

Aircraft Accident Report Form submitted by the pilot and telephone enquiries

The aircraft was reported to have an oil leak and had been left at Sibson Aerodrome, Peterborough, by the previous pilot because of oil deposits on the windscreen. After an engineer's inspection and ground run to check for serious oil leakage, the aircraft was made ready for a ferry flight to Blackpool.

The route was planned with a stop at Gamston Airfield, 48nm from Sibson, to allow a check of the engine condition and oil quantity to be made. No problems were encountered on that leg and the check at Gamston showed that approximately one litre of engine oil had been lost during the flight. With 12 quarts of oil in the sump, the pilot decided to proceed to Blackpool, which was some 80 nm distant.

However, when approximately half-way along track the oil pressure dropped suddenly and an immediate diversion was initiated to Huddersfield/Crossland Moor Airfield. Vectors were provided by Manchester Approach, with whom the pilot was in contact at the time. With approximately 5nm to run the indicated oil pressure fell to zero and the pitch of the constant speed propeller began to vary. The airfield was sighted from 2000 ft agl and 1 nm range. A crosswind join for runway 25 was carried out, following which the pilot was able to turn on to final approach with power still available. When sure of reaching the runway, the pilot selected full flap and subsequently power was reduced and the aircraft flared normally. The pilot reported that although the touchdown appeared normal, the aircraft then

traversed rapidly to the left, without yawing, and departed the runway. The rudder and steering were ineffective. The aircraft travelled down a steep embankment and came to rest on the road below. There were no injuries, and no fire.

Examination of the aircraft showed that a crack in the crankcase had opened up, causing a severe oil leak. No defect was found with the aircraft's flying controls, wheels, brakes or tyres. The surface wind at the time of the accident was estimated as 210°/15-20kts.