

Beech 19A Musketeer Sport III, G-AWTV

AAIB Bulletin No: 2/2001

Ref: EW/G2000/11/04 - Category: 1.3

Aircraft Type and Registration: Beech 19A Musketeer Sport III, G-AWTV

No & Type of Engines: 1 Lycoming O-320-E2C piston engine

Year of Manufacture: 1969

Date & Time (UTC): 10 November 2000 at 1050 hrs

Location: Whitchurch (Tilstock), Shropshire

Type of Flight: Private

Persons on Board: Crew - 2 - Passengers - None

Injuries: Crew - None - Passengers - N/A

Nature of Damage: Substantial

Commander's Licence: Airline Transport Pilot's Licence with Flight Instructor Rating and Flight Examiner approval

Commander's Age: 44 years

Commander's Flying Experience: 3,313 hours (of which 23 were on type)
Last 90 days - 88 hours
Last 28 days - 5 hours

Information Source: Aircraft Accident Report Form submitted by the pilot and follow up telephone enquiries.

The aircraft was airborne from Whitchurch (Tilstock) for the conduct of a 'Dual Flight with a Flight Instructor' for the revalidation of the handling pilot's licence. Following the departure and some general airwork, during which the instructor judged the pilot to have demonstrated good handling skills and after the aircraft had been airborne for nearly an hour, they returned to the Tilstock area for a Practice Force Landing following a simulated engine failure. When the throttle was advanced for a go-around with the aircraft at 250 feet agl, the engine stopped. The aircraft was turned into wind and a grass field was selected for the landing. The cockpit checks were completed and a 'mayday' call was transmitted on the Shawbury Approach frequency. The aircraft was landed successfully in the chosen field but sustained damage when it ran into a fence and rising ground, part of a railway embankment. The aircraft was shutdown and the two occupants vacated without injury.

Given some recent wet weather, the pilots had been particularly careful in conducting their pre-flight water drain checks and, although some fuel had leaked from a pipe fractured in the accident, there was evidence of plenty of fuel remaining at the time of the engine stopping. In the absence of any obvious defects with engine or its systems, it was the instructor's opinion that the most likely cause of the engine stopping was a 'rich cut' associated with the throttle advance. He had experienced an identical situation some four years earlier but on that occasion had a very long runway available on which to land.