

No: 8/92

Ref: EW/G92/05/09

Category: 1c

Aircraft Type and Registration: Socata TB10 Tobago, G-PHTG

No & Type of Engines: 1 Lycoming O-360-A1AD piston engine

Year of Manufacture: 1990

Date & Time (UTC): 7 May 1992 at 1509 hrs

Location: Blackbushe Airport, Hampshire

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - 1

Injuries: Crew - Minor Passengers - Minor

Nature of Damage: Damage to nose wheel, propeller, engine cowlings, firewall and wing leading edges

Commander's Licence: Private Pilot's Licence

Commander's Age: 48 years

Commander's Flying Experience: 150 hours (of which 26 were on type)
Last 90 days - 3 hours
Last 28 days - None

Information Source: Aircraft Accident Report Form submitted by the pilot and examination of the aircraft by the AAIB in conjunction with the repair organisation

The pilot was carrying out a circuit flying detail. After completing his downwind checks, a normal base leg was flown and a turn onto finals was carried out at approximately 500 feet agl. Clearance was received from the control tower in response to his call 'finals, touch and go' and so landing flap was selected. At this point, he realised that the aircraft was descending too low and so throttle was opened, but with no response from the engine. The pilot reported that he carried out rapid checks of the fuel tank selector, pump, mixture and throttle levers, but that there was still no response from the engine. A 'Mayday' call was transmitted and the aircraft descended into bushes, approximately 150 metres short of runway 26. There was no fire and the two occupants, who were both wearing lap and diagonal harnesses and sustained only minor injuries, were able to extract themselves unaided from the aircraft.

The aircraft was subsequently recovered to a maintenance/repair facility where a basic examination was carried out. A later strip examination of the engine and its related systems revealed no evidence of any

pre-impact mechanical failure, or defects. There was some evidence to suggest that at the time of the impact the throttle had been positioned to fully open and that the carburettor air control had been set at 'cold'.

The aircraft is to be repaired, and the engine will be run on a test bed before being reinstalled in the aircraft. If any salient defects become apparent at that time, they will be reported in a future Bulletin.