

No: 8/89

Ref: EW/G89/06/04

Category: 1c

**Aircraft Type
and Registration:**

Piper PA-28-161, G-KBPI

No & Type of Engines:

1 Lycoming O-320-D3G piston engine

Year of Manufacture:

1978

Date and Time (UTC):

5 June 1989 at 1235 hrs

Location:

South Harting

Type of Flight:

Training

Persons on Board:

Crew - 1

Passengers - None

Injuries:

Crew - None

Passengers - N/A

Nature of Damage:

Severe damage to left wing

Commander's Licence:

Student Pilot

Commander's Age:

43 years

**Commander's Total
Flying Experience:**

140 hours (of which 103 were on type)

Information Source:

Aircraft Accident Report Form submitted by the pilot

The solo student pilot had conducted a number of practice forced landings from about 2500 feet altitude. Not being satisfied with his final attempt he decided to repeat the exercise into the field which he had just used but without climbing to his previous starting altitude. He established the aircraft downwind at 2000 feet, closed the throttle and selected carburettor air "HOT" and fuel pump "ON". At the end of the downwind leg he opened the throttle briefly to warm the engine and the engine appeared to respond normally. Having established the aircraft on finals with 20° of flap selected the pilot was satisfied that a successful landing could be made into the selected field and he opened the throttle to go-around. The engine did not respond but continued to windmill. The pilot checked the carburettor heat, which was still "HOT", closed the throttle, moved the mixture control to "cut-off", closed the fuel cock, transmitted a "MAYDAY" and landed in the field.

The aircraft touched down, passed partially through, partially over a fence and came to rest slewed 45° to the left having sustained major damage to its left wing in the collision with the fence.

An engineer examined the aircraft before it was salvaged. He confirmed that there was ample fuel in both tanks and that the primer was locked. He carried out an engine ground run and found the idle speed, carburettor heat operation and magneto performance to be satisfactory. Considering the possibility of a "rich cut" from rapid throttle movement he carried out slam accelerations and the engine

responded correctly. The aircraft awaits repair and so far no defect has been found to explain the occurrence.

The reported air temperature (sea level) was +10°C and there were 2 oktas of stratus at 5000 ft.

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