

No: 10/91 **Ref:** EW/G91/07/33 **Category:** 1c

Aircraft Type and Registration: Piper PA-22-108 Colt, G-ARNK
(modified for tailwheel)

No & Type of Engines: 1 Lycoming O-320-A2A piston engine

Year of Manufacture: 1961

Date & Time (UTC): 28 July 1991 at 1930 hrs

Location: Crowland airfield, Lincolnshire

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - 1

Injuries: Crew - Minor Passengers - None

Nature of Damage: Front cowls, engine mount and firewall pushed back.
Wing skins rippled and wing struts buckled.

Commander's Licence: Private Pilot's Licence

Commander's Age: 29 years

Commander's Flying Experience: 328 hours (24 were on type and 180 on gliders)

Information Source: Aircraft Accident Report Form submitted by the pilot
and inquiries by AAIB

The aircraft was returning to Crowland after a flight to Skegness, the flight time being about 30 minutes in each direction. Before leaving Crowland for Skegness the pilot had established that he had approximately 100 litres of fuel on board and he states that the left-hand fuel tank was selected throughout the return flight to Crowland.

On arrival at Crowland, the pilot states that he joined the cross-wind leg of a left-hand circuit for runway 09 and completed the 'downwind' checks, including the use of carburettor heat. After turning finals the carburettor heat control was returned to 'cold' and the approach continued down to about 75-100 feet agl, at which point the pilot elected to 'go around'. The pilot states that the engine responded normally, produced full power for 10-15 seconds and that the aircraft had gained 250-300 feet when the engine suddenly lost all power. The pilot lowered the nose and selected the right-hand fuel tank and carburettor heat but with no effect on the engine. By this point the aircraft was close to the intersection between the two runways and the pilot elected to land on the remaining 400 metres of runway 03, turning left and sideslipping. The aircraft touched down with some 75 metres of runway

03 remaining and over-ran into a dyke before overturning in a field of wheat. The pilot and passenger left the aircraft by the right-hand side window as the door handle came off in the passenger's hand.

The aircraft was subsequently inspected by a CAA surveyor and there was no readily apparent cause of the engine stoppage within the fuel or the engine controls. However, the position of the aircraft was such that, for instance, the engine crankshaft could not be properly rotated. Before the aircraft is flown again it will be subjected to a full examination of the airframe and engine and any technical failures will be disseminated in a future issue of the AAIB Bulletin.

Location:	Gloucestershire Airport
Type of Flight:	Private
Persons on Board:	Crew - 1 Passengers - None
Injuries:	Crew - None Passengers - N/A
Nature of Damage:	Slight damage to propeller tips with possible shock loading to engine
Commander's License:	Private Pilot's License
Commander's Age:	33 years
Commander's Flying Experience:	20 hours (all on type)
Information Source:	Aircraft Accident Report Form submitted by the pilot

During the landing on runway 36, the aircraft bounced before touching down in a nose-down attitude causing the propeller tips to strike the runway. With the aircraft becoming airborne and motor, full power was applied and a go-around executed. During the subsequent climb, the power was reduced by the pilot of an engine vibration. The emergency services were alerted and escorted the aircraft as it taxied to the maintenance area, after an unsuccessful landing on runway 27. The weather at the time was reported as hazy with a visibility of 3 nm and a light and variable wind.