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| <b>No:</b> 9/90                             | <b>Ref:</b> EW/G90/05/30                             | <b>Category:</b> 1c |
| <b>Aircraft Type and Registration:</b>      | Piper PA-24-250, G-ARIN                              |                     |
| <b>No &amp; Type of Engines:</b>            | 1 Lycoming O-540-A1A5 piston engine                  |                     |
| <b>Year of Manufacture:</b>                 | 1960   |                     |
| <b>Date and Time (UTC):</b>                 | 20 May 1990 at 1520 hrs                              |                     |
| <b>Location:</b>                            | Bodmin Airfield, Cornwall                            |                     |
| <b>Type of Flight:</b>                      | Private  |                     |
| <b>Persons on Board:</b>                    | Crew - 1   | Passengers - 3      |
| <b>Injuries:</b>                            | Crew - None  | Passengers - None   |
| <b>Nature of Damage:</b>                    | Aircraft destroyed                                   |                     |
| <b>Commander's Licence:</b>                 | Private Pilot's Licence                              |                     |
| <b>Commander's Age:</b>                     | 46 years   |                     |
| <b>Commander's Total Flying Experience:</b> | 66 hours (hours on type not known)                   |                     |
| <b>Information Source:</b>                  | Aircraft Accident Report Form submitted by the pilot |                     |

In the prevailing light and variable winds the pilot elected to take-off on runway 32, which had an available length of 2,000 feet. He reported that, after carrying out all normal checks, he began the take-off and reached an airspeed of 75 kt after some 1,400 feet of take-off run. At this speed he rotated normally but the engine appeared to lose power and he was unable to maintain height. Judging that he had insufficient runway left in which to reland, he yawed the aircraft to the left to land in an adjacent field. The aircraft hit a small tree on the aerodrome perimeter, rotated through 180° and struck the ground travelling backwards.

The pilot reported that a repair had been carried out two days previously on the carburettor heat control and, when inspected after the accident, the repair was found to have broken in the hot air position. The outside air temperature at the time of the accident was 20° C and the aircraft was some 400 lb below its maximum authorised take-off weight.