

No: 1/89

Ref: EW/G88/09/12

Category: 1c

**Aircraft Type and Registration:** Piper PA-28-140, G-AYMN

**No & Type of Engines:** 1 Lycoming O-320-E2A piston engine

**Year of Manufacture:** 1970

**Date and Time (UTC):** 18 September 1988 at 1120 hrs

**Location:** near Niton, Isle of Wight

**Type of Flight:** Private (pleasure)

**Persons on Board:** Crew - 1                      Passengers - 2

**Injuries:** Crew - None                      Passengers - 1 (minor)

**Nature of Damage:** Damage to nose landing gear, wings and tail

**Commander's Licence:** Private Pilot's Licence

**Commander's Age:** 45 years

**Commander's Total Flying Experience:** 164 hours (of which 10 were on type)

**Information Source:** Aircraft Accident Report Form submitted by the pilot

The aircraft was approaching the Isle of Wight on a flight from Elstree and was flying at an altitude of 1500 ft when, without warning, the engine failed. The pilot attempted a restart but without success. Having lost some 200 ft, he transmitted a Mayday call to Sandown airfield and decided to concentrate on a forced landing. As he approached the coast, the pilot estimated that he was only some 800 to 900 ft agl and only had time to apply carburettor heat and select the electric fuel pump on, but neither enabled the engine to restart.

The pilot reported that the only available area in which to land was a sloping ploughed field. The field was ahead and to his left at this time, and so a left turn was made into the northerly wind. On touchdown, the nose landing gear sank into the soft field surface and failed, allowing the aircraft to "nose-over". The occupants were able to make their escape unaided. One passenger suffered a small bruise to his hand, as a result of having been struck by a flying-bag which had been stowed in the cabin.

The aircraft was recovered to Sandown Airfield by a local maintenance organisation who, during the removal operation, took the opportunity to briefly examine the aircraft. They reported that some 15 gallons of Avgas fuel were present in the right wing tank. Due to the aircraft's semi-inverted attitude, some fuel staining was apparent from this filler cap. No fuel was present in the left tank and no signs of fuel leakage were apparent around its filler cap. In addition, neither tank had been ruptured in the

accident. A partial strip of the fuel lines to the engine forward of the selector valve (found in the OFF position) showed all to be empty of fuel.

The weather at the time of the accident was reported as wind light northwesterly, temperature +12°C; and 2 oktas cloud at 3000 ft.