

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Piper PA-28-161 Cherokee Warrior II, G-BFYM	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-320-D3G piston engine	
<b>Year of Manufacture:</b>	1978 (Serial no: 28-7816586)	
<b>Date &amp; Time (UTC):</b>	30 December 2014 at 1015 hrs	
<b>Location:</b>	Beverley Airfield, Yorkshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Right mainwheel and nosewheel detached, damage to left wingtip, right flap, firewall, engine frame and propeller	
<b>Commander's Licence:</b>	Commercial Pilot's Licence	
<b>Commander's Age:</b>	62 years	
<b>Commander's Flying Experience:</b>	1,163 hours (of which 1,019 were on type) Last 90 days - 17 hours Last 28 days - 6 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and enquiries by the AAIB	

Two days previously, the aircraft had force-landed without damage in a field just south-east of Beverley Airfield following an engine failure. After examination by an engineer during which no faults were found, the engine was successfully test run and it was concluded that the failure may have been due to carburettor icing. The decision was made to fly the aircraft out of the field and back the short distance to the airfield.

At about 1000 hrs on the day of the accident, the pilot started the engine and ran it for 10 minutes, including a power check, before taxiing for take off. A second power check was performed before the aircraft took off under full power and climbed away normally. However, on final approach to Runway 30 the engine again lost all power and the pilot lowered the nose to maintain airspeed. Fearing that it might strike a ditch that preceded the threshold, he raised the nose again just clearing the ditch, although the aircraft now stalled and landed heavily, detaching the nosewheel and right mainwheel before coming to a halt.

No cause of the failure has been determined, although the pilot suspects that the second failure was not carburettor icing.