

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Piper PA-28-140 Cherokee, G-BCJM	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-320-D3G piston engine	
<b>Year of Manufacture:</b>	1974 (Serial no: 28-7425321)	
<b>Date &amp; Time (UTC):</b>	28 August 2017 at 1030 hrs	
<b>Location:</b>	Near Parbold, Lancashire	
<b>Type of Flight:</b>	Training	
<b>Persons on Board:</b>	Crew - 2	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Left flap buckled and left stabilator tip fairing damaged	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	53 years	
<b>Commander's Flying Experience:</b>	972 hours (of which 700 were on type) Last 90 days - 106 hours Last 28 days - 64 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The aircraft departed Liverpool Airport for a training flight and, during the first 15 minutes, two practice engine failures were completed. Then, at approximately 2,300 ft while climbing with maximum engine rpm set, power suddenly reduced and the instructor took control and adopted a glide attitude. With the fuel pump already switched ON and mixture RICH, the other fuel tank was selected and the carburettor heat was set to HOT, but the engine rpm did not recover.

A suitable field was selected, a distress call was made and the engine was secured; the propeller continued to windmill until the aircraft was flared for landing. After touchdown the instructor spotted a low fence ahead and briefly lifted the aircraft off the ground again and "hopped" over the fence.

During the subsequent ground roll several sheep ran in front of the aircraft and one was hit, causing the damage shown in Figures 1 and 2. The aircraft was stopped close to a second fence and the electrics and fuel were then turned OFF before the crew exited through the door. Some unidentified debris was later found in the carburettor but the examining engineer was unsure if this was sufficient to have caused the engine failure.



**Figure 1**  
Damage to left flap



**Figure 2**  
Damage to tip of left stabilator