

**SERIOUS INCIDENT**

<b>Aircraft Type and Registration:</b>	Piper PA-28-151, G-CKIO	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-320-D3G piston engine	
<b>Year of Manufacture:</b>	1976 (Serial no: 28-7615340)	
<b>Date &amp; Time (UTC):</b>	5 September 2020 at 1040 hrs	
<b>Location:</b>	Woodside Farm, Hockerton, Nottinghamshire	
<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>	Minor damage to wing tip and strobe light	
<b>Commander's Licence:</b>	Commercial Pilot's Licence	
<b>Commander's Age:</b>	33 years	
<b>Commander's Flying Experience:</b>	514 hours (of which 228 were on type) Last 90 days - 6 hours Last 28 days - 6 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

The aircraft was climbing away from a practice forced landing when its right wing collided with a tree. The instructor stated he had not realised how close the aircraft had become to the tree and that the student delayed applying power to climb away when instructed to do so.

**History of the flight**

The aircraft was on a training flight from Nottingham Airport with an instructor and a student onboard. The student, who held a lapsed PPL, was at the controls and was practising a forced landing over farmland. The instructor stated that he had not realised how close the aircraft had become to trees during the procedure and that the student delayed applying power to climb away when instructed. As a result, the aircraft's right wing tip struck the top of a tree when climbing away. This dented a section of the wing's leading edge and damaged the wing tip. The instructor took control and was able to fly the aircraft back to Nottingham Airport without further incident.

The instructor commented after the accident that he should have considered earlier in the descent whether the student would be able to land in the selected field. He also stated that he should have intervened more quickly when the student failed to act on his instructions to apply full power and climb away.

## Discussion

Aircraft may practise forced landings away from an aerodrome if flown no closer than 150 m (500 ft) to any person, vessel, vehicle or structure. There is an increased risk of collision with objects the lower an aircraft flies, even while observing legal limits.

Although the damage in this case was such that the aircraft was able to fly away, a similar collision with a tree investigated by the AAIB in June 2018<sup>1</sup> resulted in fatal injury to both occupants. That accident involved a motor glider conducting practice forced landings although the cause of the collision could not be firmly established. The accident involving G-CKIO emphasises the need to discontinue practice forced landings at a safe altitude.

---

### Footnote

<sup>1</sup> Registration G-KHEH, investigation reference EW/C2018/06/01.