

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Piper PA-28-180, G-AVSC	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-360-A4A piston engine	
<b>Year of Manufacture:</b>	1967 (Serial no: 28-4193)	
<b>Date &amp; Time (UTC):</b>	1 August 2023 at 1254 hrs	
<b>Location:</b>	Near Seaton, Devon	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 2	Passengers - None
<b>Injuries:</b>	Crew - 1 (Minor)	Passengers - N/A
<b>Nature of Damage:</b>	Damage to propeller and nose gear leg	
<b>Commander's Licence:</b>	Airline Transport Pilot's Licence	
<b>Commander's Age:</b>	73 years	
<b>Commander's Flying Experience:</b>	7,600 hours (of which 250 were on type) Last 90 days - 35 hours Last 28 days - 22 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The flight departed from Dunkeswell Aerodrome with the purpose of revalidating the aircraft owner's PPL. The instructor was demonstrating the procedure for an engine failure at 2,200 ft and a target airspeed of 80 kt. He reported that as he applied nose-up pitch, there was a loud bang and the aircraft immediately pitched down with severe buffeting.

After recovering control, the instructor elected to make a forced landing and, considering it to be the only safe option, he chose to land in a nearby field. On landing he was unable to stop the aircraft before entering a river at around 30 kt, with the aircraft finally coming to rest after striking the opposite bank. Neither of the occupants were injured. The instructor subsequently found that the baggage compartment door was open, and the canvas aircraft cover was missing. He attributed the accident to the compartment door opening in flight releasing the aircraft's cover, which temporarily affected the airflow over the elevator, resulting in the uncommanded pitch change.