No: 8/89

Ref: EW/G89/06/22

Category: 1c

Aircraft Type

and Registration:

Piper PA-34-200T-2, G-OBED

No & Type of Engines:

2 Continental Motors Corp TSIO-360-EB piston engines

Year of Manufacture:

1978

Date and Time (UTC):

23 June 1989 at 0715 hrs

Location:

Wickenby Airfield, Lincolnshire

Type of Flight:

Private (business)

Persons on Board:

Crew - 1

Passengers - 1

Injuries:

Crew - None

Passengers - None

Nature of Damage:

Damage to nosewheel, port undercarriage and cockpit canopy

Commander's Licence:

Private Pilot's Licence with Night Rating

Commander's Age:

58 years

Commander's Total

Flying Experience:

852 hours (of which 287 were on type)

Information Source:

Aircraft Accident Report Form submitted by the pilot

Following a normal approach in conditions of light wind, the aircraft dropped suddenly and landed heavily causing the landing gear to collapse.

n engine failure after take-off. The student lowered the nose, to maintain 60 knots airspeed, and elected a field for landing. This field was at the limit of the aircraft's glide range. During the descent in inadvertently allowed the airspeed to decay and, on recognising this at about 300 ft agl, lowered the instructor took control of the aircraft nose. A high rate of descent was allowed to develop. The instructor took control of the aircraft,

ontinued at low rpm.

It became apparent that the aircraft would not reach the intended field. As the aircraft was rounded out for touchdown in an intervening field, the engine suddenly accelerated to full power. The instructor ried to climb the aircraft over a hedge, but it struck the top of this hedge and crash landed in the field.

A meteorological afterwast showed that conditions at the time (Ambient Air Temperature of 20-21°C with a Dew Point of 10-11°C) were favourable to the formation of carburettor icing. Additionally, this type