No: 5/87 Ref: 1c

Aircraft type

and registration: Piper PA-25-235 G-AVDZ

No & Type of engines: 1 Lycoming 0-540-B2B5 piston engine

Year of Manufacture: 1966

Date and time (UTC): 10 March 1987 at 0645 hrs

**Location:** Whitehouse Farm, S Kyme, Sleaford, Lincs

Type of flight: Aerial application

**Persons on board:** Crew -1 Passengers - None

Injuries: Crew — None Passengers — N/A

Nature of damage: Destroyed

Commander's Licence: Commercial Pilot's Licence

Commander's Age: 38 years

Commander's Total

**Flying Experience**: 5071 hours (of which 3933 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot.

The aircraft had been left out overnight, and had been loaded with 990 lb of fertilizer. The pilot carried out an early morning pre-flight check removing an  $\frac{1}{8}$  inch layer of ice from the wings and tailplane.

After starting up and warming the engine for a reasonable length of time, engine power and carburettor heat checks were carried out. The aircraft was then taxied to the south, down a 12 foot wide concrete road, 600 metres long on which the direction for take-off was 030°M. The wind was estimated as 060°/03 knots and there was no significant weather.

In a turning bay at the end of the road, the aircraft was turned through 180° in the direction of take-off and take-off was commenced. At approximately 60 miles per hour (mph) the expected acceleration was not being achieved, but the pilot decided that there was insufficient runway surface remaining to reject the take-off, and commenced dumping the fertilizer load.

A slight ramp at the end of the take-off run enabled the aircraft to become airborne at 70—75 mph (80 mph required for the weight) but the left wing dropped followed by the right wing, and the aircraft stalled into a wheat field off the end of the paved surface. It continued to slide upright, over a dyke, which removed the right wheel, and came to rest in a field on the other side.

The pilot was uninjured and evacuated the aircraft, subsequently noticing flames under the engine cowling. The aircraft was destroyed by fire.

The pilot was wearing full harness and had locked it. The harness is attached to the aircraft frame. Later it was noticed that the pilot's seat had become detached and moved forward

## 6—12 inches.

The pilot suspects further ice accretion and possible carburettor icing as being causal factors.