

No: 11/88

Ref: EW/G88/08/16

Category: 1c

**Aircraft Type
and Registration:**

Piper PA-28-140, G-AYJP

No & Type of Engines: 1 Lycoming O-320-E2A piston engine

Year of Manufacture: 1970

Date and Time (UTC): 30 August 1988 at 1710 hrs

Location: Great Wolford, South Warwickshire

Type of Flight: Training

Persons on Board: Crew - 1 Passengers - 1

Injuries: Crew - None Passengers - None

Nature of Damage: Damage to landing gear and both wings

Commander's Licence: Private Pilot's Licence

Commander's Age: 21 years

**Commander's Total
Flying Experience:** 350 hours (of which 250 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot

The aircraft, with instructor and pupil on board, was carrying out a descending exercise at low engine power. After descending some 500 feet the engine responded normally when power was applied briefly, but failed to respond after a further 500 feet when full power was applied in order to climb away from an altitude of 1200 feet. The instructor immediately set up the aircraft's best glide speed, turned into wind and began to look for a suitable field in which to land. During the descent, after checking for any obvious faults, the engine was shut down and a Mayday call was transmitted on the Brize Norton Radar frequency.

At about this time, the pilot realised that the field which he had chosen was occupied by cows and so attempted to reach another field on the far side. In so doing, the right main landing gear struck a cattle feeding trough and was damaged. The aircraft then landed in the field and yawed through approximately 90° before coming to rest. The occupants were unhurt and were able to vacate the aircraft unaided. There was no fire. The pilot reported that a fire engine arrived on the scene approximately 45 minutes after the accident.

The aircraft was later defuelled and removed to a maintenance organisation at Kidlington Airport where an examination was carried out by their personnel. This failed to reveal any direct reason as to why the engine had not responded. The aircraft was then set up with a slave fuel system and fresh fuel.

The engine was test run and performed normally, from idle to full power. The weather on the day of the accident was reported as: wind 220°/20 kt, main cloud base 2000 feet and a surface temperature of +10°C.