

No: 2/89

Ref: EW/G88/09/09

Category: 1c

**Aircraft Type
and Registration:**

Piper PA22-160, G-JEST

No & Type of Engines:

1 Lycoming O-320-B2A piston engine

Year of Manufacture:

1960

Date and Time (UTC):

3 September 1988 at 1410 hrs

Location:

Near Leicester Airfield

Type of Flight:

Private (pleasure)

Persons on Board:

Crew - 1 Passengers - None

Injuries:

Crew - None Passengers - N/A

Nature of Damage:

Aircraft extensively damaged

Commander's Licence:

Private Pilot's Licence

Commander's Age:

37 years

**Commander's Total
Flying Experience:**

312 hours (of which 100 were on type)

Information Source:

Aircraft Accident Report Form submitted by the Pilot and subsequent AAIB enquiries

The aircraft was being flown in an air race which started at 1300 hrs. As the aircraft was crossing the finishing line at 1410 hrs the engine lost power and then stopped completely. The pilot turned the aircraft back towards Leicester airfield and executed a forced landing in the only available area, which was a ploughed field. The aircraft turned over onto its back towards the end of the landing run, but the pilot was saved from injury by her full harness. There was no fire.

The carburettor was severely damaged, either in the accident or during the subsequent recovery, and the owner noted that the diffuser tube in the venturi had become detached from its mountings. Following AAIB examination of the carburettor, it was concluded that this was a result of the damage to the casing, as opposed to being a pre-impact feature. No other defect was found in the carburettor, and no defect in the engine or ignition system has been discovered.

Approximately 8 gallons of fuel were recovered from the left fuel tank, although the right tank was found to contain less than 2 gallons. It could not be established which tank had been selected at the time of the engine failure, due to a number of people interfering with the selector following the accident.

The instrument panel was correctly fitted with a placard in accordance with FAA Airworthiness Directive No 67-24-02 (effective August 1967, revised December 1969), which was issued as a result of fuel starvation problems encountered by a number of aircraft. This placard stated "Right Tank Level Flight Only with less than 1/3rd Tank".