

Piper PA-34-200, G-AZOT, 13 February 1998 at 1312 hrs

AAIB Bulletin No: 4/98 Ref: EW/G98/02/08 Category: 1.3

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| Aircraft Type and Registration: | Piper PA-34-200, G-AZOT |
| No & Type of Engines: | 2 Lycoming IO-360-C1E6 piston engine |
| Year of Manufacture: | 1971 |
| Date & Time (UTC): | 13 February 1998 at 1312 hrs |
| Location: | Peterborough (Sibson) Airport, Cambridgeshire |
| Type of Flight: | Private (Training) |
| Persons on Board: | Crew - 2 - Passengers - 1 |
| Injuries: | Crew - None - Passengers - None |
| Nature of Damage: | Left main landing gear, left propeller, both wings and stabilator all damaged in heavy landing |
| Commander's Licence: | Airline Transport Pilot's Licence |
| Commander's Age: | 46 years |
| Commander's Flying Experience: | 5,449 hours (of which 27 were on type) Last 90 days - 77 hours Last 28 days - 24 hours |
| Information Source: | Aircraft Accident Report Form submitted by the pilot |

The holder of a Basic Commercial Pilot's Licence who had a total flying experience of 509 hours, of which two were on the PA 34, was being checked out on type by an experienced instructor. The weather was good with a light south westerly wind and Runway 25 was in use. Approaching to land, the handling pilot (BCPL) did not lower the final stage of flap until late in the approach when the aircraft was at about 200 feet. The rate of descent was high, at 800 feet per minute, and when the instructor asked for increased power the handling pilot did not react. The instructor took control and flared the aircraft whilst attempting to increase power, but he was unable to override the other pilot, whose hand was on the throttles. The aircraft landed heavily causing damage to the fuselage, wings, stabilator and propeller. The instructor considers that the cause of the accident was his inability to override the other pilot on the throttles, which also had too much friction applied.