

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Piper PA-28-161, G-BZMT
<b>No &amp; Type of Engines:</b>	1 Lycoming 0-320-D3G piston engine
<b>Year of Manufacture:</b>	2000 (Serial no: 2842107)
<b>Date &amp; Time (UTC):</b>	11 May 2015 at 1700 hrs
<b>Location:</b>	White Waltham Airfield, Berkshire
<b>Type of Flight:</b>	Training
<b>Persons on Board:</b>	Crew - 1                      Passengers - 1
<b>Injuries:</b>	Crew - None                      Passengers - 1 (Minor)
<b>Nature of Damage:</b>	Aircraft damaged beyond economic repair
<b>Commander's Licence:</b>	Commercial Pilot's Licence
<b>Commander's Age:</b>	30 years
<b>Commander's Flying Experience:</b>	762 hours (of which 649 were on type) Last 90 days - 154 hours Last 28 days - 61 hours (all on type)
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and AAIB enquiries

## Synopsis

The engine failed shortly after takeoff and the aircraft was subsequently damaged during the subsequent forced landing. The instructor was uninjured and the student sustained minor injuries.

## History of the flight

This was the instructor's fourth, and the student's first, flight flown in G-BZMT on the day of the accident. The engine power checks were reported as normal and the wind was 12 kt from 210°. The aircraft departed from Runway 25 and shortly after passing 200 ft aal the engine failed. The instructor took control of the aircraft and made a MAYDAY call on the airfield frequency. The instructor reported that at such a low height there were few options available and he elected to manoeuvre the aircraft to land in the field directly beneath the aircraft. The aircraft touched down, with full flap selected, on a heading of approximately 90° and ran along the ground for about 50 m before it collided with an earth bank and fence.

On vacating the aircraft the instructor noticed that there was a fire in the right side of the engine compartment. He instructed the student to turn the fuel selector to OFF and after assisting the student to vacate the aircraft he discharged the aircraft hand fire extinguisher into the engine compartment. The fire continued to burn and was eventually extinguished by the airfield first responders who had been directed to the accident site by the pilot of

an aircraft orbiting in the overhead. The student reported that he experienced difficulty in moving the fuel selector valve beyond the safety catch into the OFF position and, as the aircraft was on fire, vacated the aircraft leaving the fuel selector valve in the LEFT position.

While the instructor was uninjured, the student reported pains in his back and chest and was taken by ambulance to a local hospital. The student subsequently reported that he had sustained severe bruising to his lower back, chest and legs.

The aircraft was extensively damaged. The engine mount was distorted and the engine fuel pipes and carburettor were damaged. The left fuel tank had been punctured and the nose and right main landing gear leg had broken. The aircraft was assessed as being beyond economic repair.