

No: 10/90

Ref: EW/G90/08/07

Category: 1c

Aircraft Type and Registration: Piper PA-28-180, G-BODM

No & Type of Engines: 1 Lycoming O-360-A4A piston engine

Year of Manufacture: 1973

Date and Time (UTC): 1 August 1990 at 1805 hrs

Location: Compton Abbas, Wiltshire

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - 1

Injuries: Crew - None Passengers - None

Nature of Damage: Propeller and nose landing gear (NLG) bent, NLG wheel-spat broken and steering spring detached

Commander's Licence: Private Pilot's Licence

Commander's Age: 41 years

Commander's Total Flying Experience: 73 hours (all on type)

Information Source: Aircraft Accident Report Form submitted by the pilot

The aircraft was en route from Nayland to Fenland, cruising at 1500 feet, when the engine suddenly stalled. A landing on the aircraft's main wheels, at an unspecified speed, resulted in a short ground run and an involuntary resumption of flight. Fearing that the aircraft would stall, the pilot pushed the control column forward, causing the aircraft to land on the nose wheel and bounce a number of times. He immediately applied full engine power for a go-around and was informed by 'Compton Radio' that he had lost a wheel, which he acknowledged, telling them that he had also lost the use of his rudder.

However on approach the tail of the aircraft subsequently struck the cables and this pivoted the aircraft. As there was the possibility of further damage to the aircraft, the pilot decided to fly-past the 'tower' so that they could carry out an inspection. Following this he asked which wheel he had lost and was advised that only the nose wheel spat was missing. Therefore, considering that he appeared to have full landing gear but had lost use of the rudder and may have damaged the propeller, he decided to land at Compton Abbas rather than return to his base at Bristol.

No investigation has yet been conducted into the reason for the power loss. The pilot considered that a landing on the main wheels, at an unspecified speed, resulted in a short ground run and an involuntary resumption of flight. Following an extended circuit, to give himself time to adjust to the difficult circumstances, the pilot carried out a landing on the main wheels and was subsequently just able to keep the aircraft on the runway by use of differential braking. He brought the aircraft to a stop and shut it down without further event.