

# Socata TB20, G-EWFN, 2 August 1997

**AAIB Bulletin No: 12/1997**

**Ref: EW/G97/08/28 Category: 1.3**

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| <b>Aircraft Type and Registration:</b> | Socata TB20, G-EWFN   |
| <b>No &amp; Type of Engines:</b>       | 1 Lycoming IO-540-C4D5D piston engine   |
| <b>Year of Manufacture:</b>            | 1990  |
| <b>Date &amp; Time (UTC):</b>          | 2 August 1997 at 1235 hrs   |
| <b>Location:</b>                       | Welshpool, Mid-Wales Airport, Wales   |
| <b>Type of Flight:</b>                 | Private   |
| <b>Persons on Board:</b>               | Crew - 2 - Passengers - 2   |
| <b>Injuries:</b>                       | Crew - None - Passengers - None   |
| <b>Nature of Damage:</b>               | Nose landing gear, propeller, engine shock loaded, dents and scratches to cowlings and wing |
| <b>Commander's Licence:</b>            | Private Pilot's Licence with IMC and Night Rating   |
| <b>Commander's Age:</b>                | 47 years  |
| <b>Commander's Flying Experience:</b>  | 433 hours (of which 304 were on type)<br>Last 90 days - 7 hours<br>Last 28 days - 4 hours   |
| <b>Information Source:</b>             | Aircraft Accident Report Form submitted by the pilot  |

The aircraft had flown from Bristol and made an approach to Runway04 at Welshpool. The weather was good and the surface wind was north-westerly less than 10 kt. The first approach was too high and a second was made to the same runway where an aircraft waiting to depart was holding just short of the threshold. The approach was flown to 'clear' the holding aircraft. An initial speed of 100 kt was used reducing to 90 kt near the threshold and 80 kt at the flare. Full flap was used and the pilot estimated the touchdown to be 200 metres past the threshold giving a remaining distance of about 500 metres with a landing roll required of about 300 metres.

After touchdown the brakes were applied and, although the initial retardation was adequate, the brakes faded rapidly. The other pilot also pressed hard on the toe brakes because he thought

thebrakes were not being applied. By this time it was not possible to attempt taking-off again and it appeared that, even with the reduced braking performance, the aircraft would stop by the end of the runway. However, the aircraft contacted the hedge at the runway end at a slow forward speed.

The pilot assessed the cause of the accident as poor brake performance and the necessity of 'clearing' the other aircraft holding short of the runway threshold.