

No: 9/89

Ref: EW/G89/07/03

Category: 1c

**Aircraft Type and Registration:** Piper PA-28R-180, G-BAPW

**No & Type of Engines:** 1 Lycoming IO-360-B1E piston engine

**Year of Manufacture:** 1968

**Date and Time (UTC):** 1 July 1989 at about 1200 hrs

**Location:** Haverfordwest, Dyfed

**Type of Flight:** Private (pleasure)

**Persons on Board:** Crew - 1                      Passengers - 2

**Injuries:** Crew - None                      Passengers - None

**Nature of Damage:** Nose landing gear hydraulic jack broken and doors **damaged** by cable strike. Propeller, engine and cowlings damaged on landing.

**Commander's Licence:** Private Pilot's Licence with IMC Rating

**Commander's Age:** 44 years

**Commander's Total Flying Experience:** 604 hours (of which 531 were on type)

**Information Source:** Aircraft Accident Report Form submitted by the pilot

The aircraft departed from East Midlands Airport at 1015 hrs for a planned 1 hour 20 minute flight to Haverfordwest. On arrival the pilot was unable to make radio contact so blind transmissions were made on the Haverfordwest frequency while contact was maintained with Swansea ATC on the other radio. Having flown down the deadside and ascertained that the circuit was clear, he joined downwind left hand for runway 27, carried out the pre-landing checks and turned onto final approach. At about 60 feet the passenger shouted "cables - cables" but there was insufficient time to take avoiding action. The aircraft slowed as the nose landing gear impacted the wire and the pilot immediately initiated a go-around. The cable broke and, once established in the climb, the pilot assessed the damage. The aircraft appeared to be handling normally and two green lights in the cockpit indicated that the main landing gear was locked down.

A call was made to Swansea informing them of the incident and it was arranged to over-fly the airfield for a visual inspection. The tower controller observed that the main landing gear appeared to be locked down but the nose landing gear, which was partially retracted, was obstructed by one of the doors, the other having been ripped away.

The pilot decided that, as the handling of the aircraft did not seem to have been impaired and he wished to burn-off fuel before landing, he would return to East Midlands Airport, there being several suitable airfields along the route should he need to land in an emergency. Following a consultation with Birmingham ATC it was decided to divert to Coventry Airport where a landing was made on the grass runway 35. The aircraft sustained very little further damage and the occupants escaped without injury.

The power cables on the final approach to runway 27 at Haverfordwest do not appear to be mentioned in any of the documentation normally available to pilots and they are not highlighted in any way.