

No: 6/88

Ref:EW/G88/04/04

Category: 1c

**Aircraft Type
and Registration:**

Piper PA28-120, G-BAPN

No & Type of Engines:

1 Lycoming O-360-A4A piston engine

Year of Manufacture:

1972

Date and Time (UTC):

3 April 1988 at 1230 hrs

Location:

Eaglescott, near Barnstaple, North Devon

Type of Flight:

Private (pleasure)

Persons on Board:

Crew - 1 Passengers -2

Injuries:

Crew -1 (Minor) Passengers - 2 (Minor)

Nature of Damage:

Substantial damage to wings, engine and fuselage

Commander's Licence:

Private Pilot's Licence with IMC rating

Commander's Age:

39 years

**Commander's Total
Flying Experience:**

168 hours (most of which were on type)

Information Source:

Aircraft Accident Report Form submitted by the pilot

On the morning of the day of the accident a heavy roller was used on the grass runway at Eaglescott to firm the runway and to disperse recent rain. The aircraft flew from Kidlington to Eaglescott where it landed safely on runway 08 at about midday. Whilst on the ground the pilot discussed the state of the airfield with others who advised him that the better ground was south of runway 26. Accordingly, after embarking two passengers, he taxied out to take-off on a line just south of runway 26 into a surface wind of 260 °/2kt.

Just to the left of the pilot's selected take-off run lay two small mounds and beyond them was a bank with trees marking the airfield perimeter. During the take-off run the aircraft tended to swing to the left and the pilot attempted to steer between the two mounds. As he passed them, the aircraft bounced for 20 to 30 yards. The pilot then found himself heading towards the airfield perimeter and attempted to continue the take-off. He pulled the aircraft into the air just short of the bank but failed to clear the trees. The aircraft passed between two trees before striking the ground steeply some 25 yards further on and skidding on its belly for some 40 yards more. The left wing separated from the aircraft as it passed between the trees.

All 3 occupants were restrained by diagonal restraint harnesses which held on impact. The occupants of the front seats suffered bruising from their restraint harnesses and minor injuries from the control columns. The pilot left the aircraft through the left window, which had been broken, but was unable to release the passengers without the assistance of rescuers who arrived quickly from the airfield.