

# Piper PA-32-300, G-OSSC

**AAIB Bulletin No:** 10/2001

**Ref:** EW/G2001/08/11

**Category:** 1.3

<b>Aircraft Type and Registration:</b>	Piper PA-32-300, G-OSSC	
<b>No &amp; Type of Engines:</b>	1 Lycoming IO-540-K1A5	
<b>Year of Manufacture:</b>	1975	
<b>Date &amp; Time (UTC):</b>	12 August 2001 at 1556 hrs	
<b>Location:</b>	Fairoaks Airport, Chobham, Surrey	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 3
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Substantial damage to right wing spar	
<b>Commander's Licence:</b>	Private Pilots Licence	
<b>Commander's Age:</b>	57 years	
<b>Commander's Flying Experience:</b>	310 hours (of which 108 were on type)	
	Last 90 days - 18 hours	
	Last 28 days - 12 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The pilot, with three passengers on board, was making an approach to Runway 24 in good weather conditions with a surface wind of 230°/10 to 15 kt. Realising that the aircraft was too low on short finals he increased power and reduced the rate of descent. The aircraft crossed the runway threshold at approximately 50 feet agl in a shallow descent and with at a greater than normal pitch attitude. As power was reduced the aircraft developed a high sink rate, touched down heavily and bounced before finally settling onto the runway. Examination of the aircraft after shutdown revealed substantial damage to the right wing.

The pilot reported that in hindsight he should have aborted the landing and carried out a go-around instead.

