

## Piper PA-28-180, G-KERY

AAIB Bulletin No: 6/2000 Ref:EW/G2000/04/04 Category:1.3

Aircraft Type and Registration:	Piper PA-28-180, G-KERY
No & Type of Engines:	1 Lycoming O-360-A4A piston engine
Year of Manufacture:	1966
Date & Time (UTC):	7 April 2000 at 0920 hrs
Location:	Kings Farm, Orsett, Essex
Type of Flight:	Private
Persons on Board:	Crew 1 - Passengers - None
Injuries:	Crew None - Passengers - N/A
Nature of Damage:	Right wing detached, left wing partially detached. Damage to propeller and engine cowling
Commander's Licence:	Private Pilots Licence
Commander's Age:	38 years
Commander's Flying Experience:	145 hours (of which 37 were on type) Last 90 days - 8 hours  Last 28 days - 3 hours

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

The aircraft was to be flown on a short delivery flight from Southend to Thurrock, Essex where maintenance was scheduled to take place. Thurrock airfield has a 650 metre grass runway 09/27 with the A128 road running north/south just to the east of Runway 27 threshold. The pilot had flown into Thurrock on several occasions and was aware of the challenges that the field presented. The weather was forecast to be fine with light and variable winds and lifting early morning haze. With little wind and a short strip, the pilot noted the need for careful scrutiny of the actual conditions before committing to a landing. Departure was scheduled for 0830 but this was delayed by 20 minutes to allow more time for the haze to lift.

On arrival at Thurrock the pilot overflew the airfield to assess the wind direction, and having decided that conditions were effectively calm, he chose to land down-sun on Runway 27. The first approach was judged as being too high and a go-around was carried out. The second approach was good and the aircraft touched down at 60 kt slightly beyond the normal touchdown point. Initial application of the brakes resulted in locking of the wheels and the pilot therefore released and reapplied the brakes. The second brake application resulted in significant yaw which required firm rudder input to correct.

At this point the pilot judged there was insufficient runway remaining to complete a landing in the prevailing braking conditions and so he commenced a go-around by applying full power and retracting two stages of flap. The aircraft accelerated to approximately 65 kt, but the pilot now became aware that the aircraft would not become airborne before striking the perimeter hedge, and he therefore reduced power just prior to impact. The aircraft passed through the hedge, crossed a minor road and came to rest in an adjacent field having sustained substantial damage to the

wings, forward fuselage and propeller. The magnetos and electrics were switched off and the aircraft vacated immediately. In a full and frank report the pilot stated that at no time in the flight did he judge the aircraft or its systems to be faulty or underperforming.