Piper PA-34-200T, G-BSHA

AAIB Bulletin No: 6/99 Ref: EW/G99/01/13 Category: 1.3

Aircraft Type and Registration:	Piper PA-34-200T, G-BSHA
No & Type of Engines:	2 Continental Motors TSIO-360-EB1 piston engines
Year of Manufacture:	1976
Date & Time (UTC):	21 January 1999 at 1011 hrs
Location:	Southampton Airport, Hampshire
Type of Flight:	Private
Persons on Board:	Crew - 1 - Passengers - 1
Injuries:	Crew - None - Passengers - None
Nature of Damage:	Substantial to landing gear
Commander's Licence:	Airline Transport Pilot's Licence
Commander's Age:	65 years
Commander's Flying Experience:	26,686 hours (of which 2 were on type)
	Last 90 days - 30 hours
	Last 28 days - 10 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

The pilot was on a flight from Cardiff to Southampton. He stated that he obtained a weather forecast that indicated that the visibility would be 6,000 metres in haze and improving. The actual temperature and the dew point were forecast to be coincident at +04°C. The forecast issued by the Meteorological Office valid from 0600 hrs to 1200 hrs on the day of the accident, indicated that there would be widespread fog in the Southampton area with a visibility of 300 metres which would become isolated after 1,000 hrs. As the aircraft approached Southampton, the current ATIS gave a visibility of 500 metres in fog with a broken cloudbase at 100 feet.

Shortly before 1000 hrs, the pilot was cleared by ATC for an ILS approach to Runway 20 at Southampton an passed an RVR of 500 metres. The ILS was flown down to the approach minimum of 280 feet at which point the pilot levelled off. He then saw the runway edge lights through a gap in the fog, closed the throttles and landed on the runway centreline but was unable to determine by external reference how far down the runway he had landed. The end of the runway suddenly became visible and the pilot applied the brakes but they seemed to be ineffective, possibly because the pilot was used to the anti-skid brakes and reverse thrust that were available on the commercial aircraft that he was current on. The pilot realised that he would be unable to stop the aircraft in the

remaining runway and applied full left rudder in order to avoid the approach lights on Runway 02. As the aircraft entered the arrester bed at the end of the runway, the right main landing gear collapsed and the aircraft came to rest in about 15 metres.

At 1011 hours, the aircraft was heard by the Air Traffic Controller to fly past the control tower but he was unable to see it due to the fog. He expected the aircraft to have executed a missed approach but when he saw nothing on his radar, he requested the pilot to report his position. On receiving no reply, he activated the crash alarm. As the fire vehicles were responding to the alarm, the pilot called on the radio to say that he had landed but gone off the end of the runway.

The Air Navigation Order states that when an aircraft which is not a public transport aircraft, is making an approach to a runway for which there is a published instrument approach procedure, it shall not descend from a height of 1,000 feet or more to a height of less than 1,000 feet above the aerodrome if the RVR at the time is less than that specified for landing. The minimum specified RVR for Runway 20 at Southampton was 800 metres.