

Piper PA-34-200-2, G-BANK

AAIB Bulletin No: 10/99 **Ref:** EW/G99/05/09 **Category:** 1.3

Aircraft Type and Registration: Piper PA-34-200-2, G-BANK

No & Type of Engines: 2 Lycoming LIO-360-C1E6 piston engines

Year of Manufacture: 1972

Date & Time (UTC): 7 May 1999 at 1245 hrs

Location: Blackbushe Airport, Surrey

Type of Flight: Private

Persons on Board: Crew - 1 - Passengers - 1

Injuries: Crew - None - Passengers - None

Nature of Damage: Minor to both propellers and engine cowling

Commander's Licence: Private Pilot's Licence with IMC and Night Ratings

Commander's Age: 29 years

Commander's Flying Experience: 149 hours (of which 33 were on type)
Last 90 days - 6 hours
Last 28 days - 3 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The aircraft was landing on asphalt Runway 08 (1,342 metres) in poor weather conditions. The Aerodrome Flight Information Service Officer (AFISO), on duty at the time, described the weather as light surface winds (less than 5 kt), visibility 3,000 metres in light rain and drizzle with broken cloud at an estimated height of 300 feet and overcast cloud at 500 feet.

The pilot reported that after a normal approach with full flap selected, the aircraft touched down a third along the runway. Braking was commenced with half the runway remaining. The brakes had no effect initially and only became effective when rapid intermittent braking action was applied. By the time the pilot realised that the aircraft would not stop in the runway distance remaining there was insufficient distance left to attempt a go-around. As the aircraft overran the end of the runway the pilot switched off the ignition and feathered the propellers. The aircraft however collided with a barbed wire fence and concrete post before the propellers had stopped rotating. The pilot and passenger, who were both wearing lap and diagonal seat belts, vacated the aircraft without injury. The pilot assessed the accident as being caused by standing water on the runway leading to aquaplaning.

The AFISO stated that he first saw the aircraft as it flew crosswind near the circuit before disappearing into the low cloud. Later he requested a position check from the pilot who reported the airfield in sight. When on finals the pilot was cleared to land at his discretion and was advised

of the surface wind of 110°/5 kt. The aircraft was sighted by the AFISO again at approximately 100 feet agl, in a steep nose down attitude, as it crossed the touchdown area of the runway. He estimated the touchdown point to be two thirds along the runway.

Another qualified AFISO, present in the tower at the time of the accident, stated that he saw the aircraft as it appeared out of the cloud on finals for Runway 08 'going very fast in a nose down attitude'. He also reported that the aircraft touched down two thirds along the runway. The Airport manager saw the aircraft overshoot the runway centreline before establishing on finals and touching down two thirds down the runway. He stated that he could see little retardation of the aircraft until it was abeam the Runway 26 Precision Approach Path Indicators (PAPIs). After this point the aircraft was seen to be subject to heavy braking.

The Airport manager, at the request of the AAIB, examined the aircraft tyres. The left main tyre showed a low tread pattern. The right main tyre showed an area 1.5 to 2.5 inches long, on the inside of the tread, indicating that it may have been subject to the effects of aquaplaning.