

Piper PA-28-161, G-BPAU, 27 April 1996

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Aircraft Type and Registration:Piper PA-28-161, G-BPAU

No & Type of Engines:1 Lycoming O-320-D3G piston engine

Year of Manufacture:1979

Date & Time (UTC):27 April 1996 at 1035 hrs

Location:Popham Airfield, Nr Winchester, Hampshire

Type of Flight:Private

Persons on Board:Crew - 1 Passengers - 1

Injuries:Crew - None Passengers - None

Nature of Damage:Damage to engine, propeller and aircraft skin. Minor damage to a fence and hedge

Commander's Licence:Private Pilot's Licence

Commander's Age:54 years

Commander's Flying Experience:186 hours (of which 126 were on type)

Last 90 days - 6 hours

Last 28 days - 3 hours

Information Source:Aircraft Accident Report Form submitted by the pilot

After a VFR flight from Denham Airfield, the pilot called Popham for the airfield information. He was advised that Runway 03 was in use with a left hand circuit and that the QFE was 999 mb. At the time, the airfield was having a microlight 'Fly-in' and the circuit was very busy.

The pilot decided to descend to 1,000 feet agl to the north of the airfield and join the circuit on a cross-wind leg. Throughout this joining procedure, and during his subsequent downwind leg, he was aware of numerous microlight aircraft and consistently had to manoeuvre to maintain safe separation. Due to the congestion of the radio frequency, he was unable to make his normal downwind call and advised Popham Radio of his position as he turned onto base leg. Then, after hearing two microlights calling on finals and with the runway in sight, the pilot called "G-AU established on finals". As he did so, he realised that he had lined up on Runway 08; at the same time Popham Radio advised him that he was on the wrong runway. The pilot called that he would go-

around but Popham Radio advised him to land on Runway 08. G-BPAU was now above the ideal glide path and, although the pilot side-slipped the aircraft, touch-down was approximately half way along the runway at between 60 and 65 kt. After one bounce the aircraft settled and the pilot applied the brakes; he was aware of some retardation but then G-BPAU started to skid to the right. The pilot straightened the aircraft with rudder and applied the handbrake, but was unable to prevent G-BPAU from skidding into a fence just beyond the end of the runway.

For the landing, the weather was good with a very light northeasterly surface wind. Runway 08 has a declared LDA of 914 metres; the surface is grass and was slightly damp at the time. The threshold of Runway 03 is adjacent to, but does not intersect the threshold of Runway 26. The pilot acknowledged that he was responsible for the accident but considered that there were mitigating circumstances.