

Piper PA-25-235 Pawnee, G-BNZV, 9 November 2002

AAIB Bulletin No: 2/2003	Ref: EW/G2002/11/08	Category: 1.3
Aircraft Type and Registration:	Piper PA-25-235 Pawnee, G-BNZV	
No & Type of Engines:	1 Lycoming O-540-B2C5 piston engine	
Year of Manufacture:	1974	
Date & Time (UTC):	9 November 2002 at 1615 hrs	
Location:	Currock Hill, Chopwell, Newcastle	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Aircraft damaged beyond economic repair	
Commander's Licence:	Private Pilots Licence	
Commander's Age:	59 years	
Commander's Flying Experience:	156 hours (of which 16 minutes were on type)	
	Last 90 days - 8 hours	
	Last 28 days 1 hour	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The pilot was carrying out his first flight in this single seat aircraft to allow him to become familiar with the handling characteristics before he commenced training for glider towing operations. He received a comprehensive briefing from the Chief Flying Instructor before the flight and the reported meteorological conditions were good with no significant weather and a calm surface wind. After 15 minutes of general handling the pilot joined the circuit to land on the wet grass of Runway 24 with a landing distance available (LDA) of 600 metres. The pilot reported that after a satisfactory approach the aircraft floated and touched down well along the runway. Brakes application had minimal effect and the pilot soon realised that the aircraft would not stop in the distance remaining. He decided therefore to initiate a go-around but the aircraft ran into gorse bushes and came to rest inverted. The pilot, who was wearing a 4-point harness, vacated the aircraft uninjured.

The pilot assessed the cause of the accident as being a combination of lack of experience on type, calm surface wind conditions and the wet grass. Furthermore the go-around was attempted with the carburettor heat selected to hot and with the flaps fully down. Subsequent landing performance calculations showed that the landing distance required was just under 500 metres. As a result of this accident the flying club has reviewed its tug pilot training policy and carried out a risk assessment to review its fire fighting training and rescue facilities.