

No: 3/89

Ref: EW/G88/11/07

Category: 1c

**Aircraft Type
and Registration:**

Piper PA20, G-BHMO

No & Type of Engines:

1 Lycoming O-290-D piston engine

Year of Manufacture:

1950

Date and Time (UTC):

19 November 1988 at 1557 hrs

Location:

Ludham Airfield, Norfolk

Type of Flight:

Private

Persons on Board:

Crew - 2 Passengers - None

Injuries:

Crew - None Passengers - N/A

Nature of Damage:

Minor to spinner, propeller and wing strut

Commander's Licence:

Private Pilot's Licence

Commander's Age:

44 years

**Commander's Total
Flying Experience:**

384 hours (of which none were on type)

Information Source:

Aircraft Accident Report Form submitted by the pilot, and telephone inquiries by AAIB

G-BHMO had been recently purchased by a group of pilots and had just returned to Ludham having completed its annual check. On arrival at Ludham at about 15.30 hrs, the pilot, who was the most experienced of the group, invited another member of the group who had not previously flown a PA20 to join him for a check circuit. This pilot accepted the offer and took-off as pilot-in-command in the righthand seat while the other pilot remained in the left.

After about 10 minutes flying in the local area, G-BHMO returned to the circuit at Ludham. The runway in use was 25 with a wind of 280° / 8 kts and a cloudbase of 2000 feet. The pilot reports that it was dusk. Runway 25 has a hangar and club house on its threshold (see diagram) and the preferred approach is from the north east. Because of the prevailing wind however, the pilot elected to approach from a more easterly direction on the advice of the pilot in the lefthand seat. This approach track takes the aircraft over electricity supply cables which terminate close to the hangar.

The pilot was unhappy with his first approach and elected to go around at about 100 feet agl. He then flew a second circuit using the same approach path. This approach was flown at 65 kts using full flap and appeared satisfactory. However on closing the throttle on short finals the pilot heard a bang which

he attributed to an engine problem. The subsequent landing was uneventful. Post flight inspection of the aircraft revealed damage to the spinner, propeller and left wing strut. Further investigation revealed that the electricity supply cables situated approximately 100m from the intended touchdown point had been severed. The Eastern Electricity Board state that at the point of impact these cables were not less than 17 feet above the ground and were probably in the region of 19 feet.