

**AAIB Bulletin No:** 3/95

**Ref:** EW/G95/01/03

**Category:** 1.3

**Aircraft Type and Registration:** Beechcraft Baron, G-JOYS

**No & Type of Engines:** 2 Continental IO-550-C piston engines

**Year of Manufacture:** 1989

**Date & Time (UTC):** 6 January 1995 at 1545 hrs

**Location:** Wigtown Airfield, Prestwick

**Type of Flight:** Private

**Persons on Board:** Crew - 1                      Passengers - 1

**Injuries:** Crew - None                      Passengers - None

**Nature of Damage:** Nose landing gear torque link broken; wire strikes on propeller; fuselage penetration by small wire fragments

**Commander's Licence:** Commercial Pilot's Licence

**Commander's Age:** 34 years

**Commander's Flying Experience:** 1,326 hours (of which 30 were on type)  
Last 90 days - 53 hours  
Last 28 days - 11 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot

Wigtown is an ex-wartime airfield and is unlicensed. Runway 06/24, has a concrete surface; the usable length declared in the Pooley's Guide is 464 metres at the south western end, however, in practice about 800 metres is of an acceptable standard and has been used in the past. The total length of the original paved area was estimated to be about 1,800 metres and a fence crosses it about 900 metres from the 06 end. Power cables, about 6 metres agl, cross the approach path about 200 metres before the start of the paved area. The weather at the time of the accident was fine and the visibility was reported to have been 30 km; sunset was at about 1555 hrs.

The pilot had been to Prestwick to renew his instrument rating and was returning to Cumbernauld. He decided to do an approach and landing at Wigtown to refamiliarise himself with the airfield, which he had not visited for some time. He flew overhead to check that the runway was clear before commencing an approach to runway 24; the surface wind was 290°/8 kt. The pilot was aware of the power cable and the fence across the runway; he consciously made a shallow approach with the intention of touching down as close to the threshold as possible to maximise the landing distance available. The approach was into the setting sun and his concentration was on the fence and

touchdown point when he felt a slight vibration through the control column. He immediately initiated a go-around and, when at a safe height, carried out a handling check before continuing to Cumbernauld with the landing gear still extended. He thought at the time that the aircraft may have hit the power cable. The onward flight was uneventful and, apart from slight vibration from the nose gear, the landing was normal. Subsequent examination of the aircraft revealed damage commensurate with a cable strike.