ACCIDENT

Aircraft Type and Registration:	Piper PA-34-200 Seneca, G-BASM	
No & Type of Engines:	2 Lycoming IO-360-C1E6 piston engines	
Year of Manufacture:	1973 (Serial no: 34-7350120)	
Date & Time (UTC):	24 October 2013 at 1500 hrs	
Location:	Denham Aerodrome, Buckinghamshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Aircraft substantially damaged	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	60 years	
Commander's Flying Experience:	1,216 hours (of which 535 were on type) Last 90 days - 0 hours Last 28 days - 0 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot and additional information provided by the aerodrome operator and the maintenance organisation	

Synopsis

The aircraft was landing on Runway 06 at Denham Aerodrome following a flight from Andrewsfield Aerodrome, Essex. The aircraft overran the end of the runway, travelled through a fence and across a road, before coming to rest in a field. The aircraft was substantially damaged in the accident but the pilot was not injured and was able to vacate the aircraft unassisted.

History of the flight

Following annual maintenance at Andrewsfield Aerodrome, Essex, the aircraft's engines were ground run for approximately two hours. A week later they were run again for about 15 to 20 minutes. The next day, the pilot arrived to collect the aircraft to fly it to Denham, where it was usually kept, a flight time of about 20 minutes. The aircraft had been at the maintenance facility for several months and the pilot had not flown for more than three months.

The pilot reported that, before departure, he refuelled the aircraft with 230 litres (60 USG) of fuel and carried out a water drain check. The flight to Denham was uneventful and the weather conditions on arrival were fine, with a surface wind from between 120º and 160º at between 4 kt and 8 kt. The pilot joined the circuit via the base leg for Runway 06 but the Air Ground (A/G) operator requested that he carry out a go-around, because he was close to

another aircraft in the circuit. The pilot increased power and went around but reported that both engines then started to "run rough" and he was unable to maintain height. He turned onto the crosswind leg early and advised others, on the radio, that he had two rough running engines. The A/G operator acknowledged this and notified the aerodrome RFFS.

The pilot checked the fuel selector and attempted to resolve the rough running by adjusting the throttle, the mixture and the carburettor heat, but without apparent improvement. He turned onto final approach at around 350 ft aal, maintaining a higher than usual airspeed of 85 kt to 90 kt, and made a 'finals' call. The A/G operator observed the aircraft, low on final approach. As it floated down the runway, the pilot decided he would not go-around because there might not be enough power. He estimated that the aircraft touched down about half way along the runway and, despite applying heavy braking, he was unable to stop it departing the paved surface. The aircraft continued through a fence, which formed the aerodrome boundary, across a public road and before coming to rest in a grass field. The pilot was uninjured and vacated the aircraft, which had sustained considerable damage. He subsequently dismantled the aircraft to recover it from the field.

Discussion

In his own assessment of the accident, the pilot considered that he had landed at too high a speed. He also thought that fuel contamination might have caused the rough running engines. However, he had not experienced any problem with the engines en-route.

There is no overhead circuit joining procedure at Denham. Inbound aircraft are required to establish two-way radio contact with the A/G operator, callsign Denham Radio, and join an extended base leg, giving way to circuit traffic. Runway 06 at Denham has an asphalt surface, is 775 m in length and has an LDA of 706 m (2,316 ft). Abbreviated Precision Approach Path Indicators (APAPI), set at 4.5º, are available on the left hand side of the runway. The Landing Ground Roll for the PA-34-200 at maximum weight in standard conditions, with nil wind, is approximately 427 m (1,400 ft).