

Piper PA-22-150, G-ATXA

AAIB Bulletin No: 12/98 **Ref:** EW/G98/10/12 **Category:** 1.3

Aircraft Type and Registration: Piper PA-22-150, G-ATXA

No & Type of Engines: 1 Lycoming O-320-A2B piston engine

Year of Manufacture: 1956

Date & Time (UTC): 11 October 1998 at 1430 hrs

Location: Top Farm, Hertfordshire

Type of Flight: Private

Persons on Board: Crew - 1 - Passengers - None

Injuries: Crew - None - Passengers - N/A

Nature of Damage: Substantial to landing gear and propeller

Commander's Licence: Private Pilot's Licence

Commander's Age: 39 years

Commander's Flying Experience: 246 hours (of which 37 were on type)
Last 90 days - 14 hours
Last 28 days - 1 hour

Information Source: Aircraft Accident Report Form submitted by the pilot

The pilot had planned a local pleasure flight from a farm strip in order to maintain currency. Prior to departure he obtained a meteorological forecast which indicated that the weather would be fine with a surface wind of 290°/07 kt. The windsock at the strip indicated a surface wind of 290°/310° at about 15 kt and he elected to use Runway 33. The take off and subsequent flight were uneventful and on return, the windsock indicated that 33 was the appropriate runway for landing. The pilot established the aircraft at about one mile on finals with 40° of flap. He experienced some turbulence below 800 feet but was able to maintain a steady approach speed of 80 kt. The carburettor heat control was selected to cold below 400 feet at which point the pilot realised that he was undershooting the runway. He applied full power but the aircraft failed to climb because the flaps were still at 40° and the aircraft landed gently in a field of newly sown crop some 60 feet short of the runway threshold. The pilot closed the throttle but as the aircraft rolled onto the runway, it struck a small earth bank at the boundary of the runway and the field which caused the landing gear to collapse.

The pilot attributed the cause of the accident to his failure to appreciate the strength of the wind, his failure to maintain the correct glide path and failing to reduce the amount of flap during the attempted go-around. He also felt that his decision to aim for the threshold rather than a point further into the runway was a contributory factor.