

Piper PA-28-181, G-BPAY

AAIB Bulletin No: 11/2001	Ref: EW/G2001/07/40	Category: 1.3
Aircraft Type and Registration:	Piper PA-28-181, G-BPAY	
No & Type of Engines:	1 Lycoming O-360-A4M piston engine	
Year of Manufacture:	1980	
Date & Time (UTC):	23 July 2001 at 1135 hrs	
Location:	Leicester	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Nose landing gear and propeller damaged	
Commander's Licence:	Private Pilots Licence	
Commander's Age:	47 years	
Commander's Flying Experience:	140 hours	
	Last 90 days - 3 hours	
	Last 28 days - 1 hour	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The pilot planned a one hour local flight from Leicester Airport. He was unable to get a response from Leicester Radio when he attempted a pre-flight radio check, but he knew that the Air Ground station was not continuously manned and was therefore not unduly concerned. Once airborne, the pilot could hear other aircraft and ground stations transmitting and he tried a further radio check with other stations but without success. The pilot now became concerned about the serviceability of his radio and decided to land in order to have it checked.

The pilot could hear other aircraft joining the circuit but did not have visual contact with them; however, he continued his circuit, making 'blind' radio calls in the appropriate positions. The approach was high and fast and the aircraft touched down half way down the 490 metre runway. Realising that there was insufficient runway to stop safely, the pilot started to initiate a go-around and then changed his mind and began heavy braking. The aircraft departed from the end of Runway

22 and entered a ploughed field where it rapidly came to a halt. The pilot and passenger, who were both wearing lap and diagonal shoulder harnesses, vacated the aircraft without injury.

In his report the pilot considered that he became highly pre-occupied with the apparent transmitter failure and the problems he was having locating other aircraft in the circuit. He realised that he should have carried out a go-around from the approach but allowed his concerns to become overriding. He also felt that a high ratio of dual to solo flights had adversely effected his airborne decision making processes and had made him over-reliant on someone else confirming his decisions.