

Aircraft Type and Registration:	Piper PA-28RT-201T, G-JANG	
No & Type of Engines:	1 Continental Motors Corp TSIO-360-FB piston engine	
Year of Manufacture:	1985	
Date & Time (UTC):	13 June 2005 at 0850 hrs	
Location:	Swansea Bay, 51 33.716N 00359.391W, Wales	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - 1	Passengers - N/A
Nature of Damage:	Aircraft destroyed	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	62 years	
Commander's Flying Experience:	945 hours (of which 340 were on type) Last 90 days - 25 hours Last 28 days - 17 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot and AAIB enquiries	

The aircraft had been flown from Swansea to Kerry on the preceding Friday, three days before the accident. For this flight it had been filled to capacity, a total of 280 litres of Avgas. It was flown back to Swansea the day before the accident, without incident. The return flight time was 3 hours 20 minutes, and a total of 160 litres of fuel had been consumed. On the day of the accident, the pilot intended to fly from Swansea to Exeter, where an annual inspection was to be performed on the aircraft, after which the pilot planned to fly on to Guernsey. He arrived at Swansea Airport at 0815 hrs, added a further 40 litres of fuel to give a total fuel on board of 160 litres, and carried out a pre-flight inspection during which he noted that the fuel from all three water drains was clear and that there were no defects.

The aircraft took off from Runway 28 at 0846 hrs and turned left to fly along the coast towards Mumbles Head, from where the pilot intended to track direct to Exeter. Several minutes after takeoff, and while heading east at 1500 feet the engine lost all power. The pilot lowered the nose and transmitted a MAYDAY call. He then attempted to restart the engine but was not successful.

When the aircraft had descended to below 1,000 feet agl, the pilot observed that to his left were populated areas and he judged that any fields were beyond safe gliding range. The pilot realised that the nearby beaches had people on them, so he prepared to ditch the aircraft. With the landing gear retracted, a successful downwind landing was made on the water, about half a mile from a Coast Guard station. The pilot was able to climb out of the aircraft and inflated his life jacket which he had been wearing, as was his habit. He also inflated a spare lifejacket to assist with flotation. He was immediately assisted by a fishing vessel, and taken to a nearby hospital, however he had sustained no injury. The aircraft sank in about 6.5 metres of water.

Fuel samples from the supply at Swansea had been retained, but these were visually satisfactory and no other aircraft reported any difficulty with the fuel. In discussion with AAIB, the pilot believed that a fuel system problem had caused the engine failure.

As the Coast Guard had advised that there were strong currents in the area, which would probably move and break up the aircraft, it was decided not to attempt to recover the aircraft for further investigation.