

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Piper PA-32R-301 Saratoga SP, G-RIGH	
<b>No &amp; Type of Engines:</b>	1 Lycoming IO-540-K1G5 piston engine	
<b>Year of Manufacture:</b>	1998 (Serial no: 3246123)	
<b>Date &amp; Time (UTC):</b>	28 August 2017 at 1016 hrs	
<b>Location:</b>	Faversham Road, Seasalter, Kent	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 5
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Right landing gear detached, propeller bent and right side skin damage	
<b>Commander's Licence:</b>	Commercial Pilot's Licence	
<b>Commander's Age:</b>	34 years	
<b>Commander's Flying Experience:</b>	303 hours (of which 4 were on type) Last 90 days - 20 hours Last 28 days - 11 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

In the cruise, during his second flight of the day, the pilot reported that he noticed the alternator light was lit. Attempts to troubleshoot the problem did not resolve it and electrical systems progressively failed, also affecting engine indications. He briefed his passengers and elected to carry out a forced landing in a field. The touchdown was hard and the pilot reported that the right wheel "stuck in the mud" before the landing gear detached. There were no injuries.

In hindsight, the pilot stated that he could have landed safely at an airfield but that the number of problems being presented to him restricted his thinking and mental capacity. The CAA publication Safety Sense Leaflet 23, '*Pilots – it's your decision*' provides some information on human performance limitations. There is a significant amount of published information regarding human factors, highlighting the decision making limitations we can suffer under high workload situations.