

ACCIDENT

Aircraft Type and Registration:	Piper PA-28-181, G-JANT	
No & Type of Engines:	1 Lycoming O-360-A4M piston engine	
Year of Manufacture:	1983 (Serial no: 28-8390075)	
Date & Time (UTC):	30 April 2021 at 1814 hrs	
Location:	Bolt Head Airfield, Kingsbridge, Devon	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 3
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Damage to fuselage, both wings, undercarriage and propeller	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	37 years	
Commander's Flying Experience:	143 hours (of which 73 were on type) Last 90 days - 11 hours Last 28 days - 6 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The pilot overflowed the 600 m grass strip, which was familiar to him, and after seeing that there was no wind decided to land on Runway 11 to avoid the glare of the sun on the approach to Runway 29. The aircraft was high on the first approach, so the pilot decided to go around.

On the next approach, with full flap selected, the pilot slowed the aircraft from a 70 kt approach speed, flared and touched down about 50 m beyond the threshold. After bouncing once, the brakes were progressively applied to slow the aircraft on the damp grass. The pilot sensed that the aircraft was not slowing as anticipated so released and pumped the brakes, but without much apparent effect. Seeing the 4 ft high wire boundary fence about 150 m ahead, the pilot decided to go around. Two stages of flap were selected, and full power applied. The pilot allowed the aircraft to accelerate for "as long as possible" before pulling back on the stick. As the aircraft became airborne the pilot "possibly heard the stall warner and so pushed forward slightly to gather speed". However, the aircraft's landing gear contacted the fence and a second 4 ft high wire fence 2 m beyond, after which the nosewheel and right landing gear became detached. The aircraft came to a stop after sliding for about 300 m into a further field boundary fence (Figure 1).

The pilot and passengers were unharmed and exited the aircraft once the pilot had removed the ignition key and turned off the fuel. The pilot later confirmed that the brakes were working correctly when tested during taxiing prior to take off from the departure airfield.



Figure 1

Final resting position of G-JANT
(used with permission)