**AAIB Bulletin No: 1/95** **Ref: EW/G94/11/09** **Category: 1.3**

| | |
|---|---|
| **Aircraft Type and Registration:** | Piper PA-32RT-300 Lance II, G-OJCW |
| **No & Type of Engines:** | 1 Lycoming IO-540-K1G5D piston engine |
| **Year of Manufacture:** | 1979 |
| **Date & Time (UTC):** | 18 November 1994 at 1120 hrs |
| **Location:** | Bourne Park Estate, Hampshire |
| **Type of Flight:** | Private |
| **Persons on Board:** | Crew - 2 Passengers - None |
| **Injuries:** | Crew - None Passengers - N/A |
| **Nature of Damage:** | Left main and nose landing gear collapsed; collision damage to left wing; engine bearer frame damaged |
| **Commander's Licence:** | Private Pilot's Licence with IMC Rating |
| **Commander's Age:** | 25 years |
| **Commander's Flying Experience:** | 228 hours (of which 5 were on type)<br>Last 90 days - 11 hours<br>Last 28 days - 5 hours |
| **Information Source:** | Aircraft Accident Report Form submitted by the pilot |

The aircraft was landing at Bourne Park Estate after a short local flight during which a check of the emergency landing gear lowering system was carried out. Prior to landing, a surface wind check was obtained from Boscombe Down ATC as 240°/7 kt. However, the pilot reported that on overflying the strip the windsock was observed to be hanging limp. He therefore elected to land on Runway 09, which was uphill, with an available length of around 500 metres. The aircraft was positioned onto a long final approach at 90 kt, reducing to 80 kt close to the threshold. The aircraft floated a little way along the strip and touched down at 70 kt. The pilot applied the brakes which were ineffective on the wet grass surface. At about 55 kt, the pilot realised that the aircraft would not stop within the remaining distance available, and applied right rudder. The aircraft turned through 90° and slid approximately 100 metres before colliding with trees at around 15 kt. The left main gear and nose gear folded, and the left wing sustained impact damage from the trees.

The two occupants were wearing lap and diagonal harnesses and were uninjured. They vacated the aircraft by the normal means.