

No: 7/91

Ref: EW/G91/05/04

Category: 1c

Aircraft Type and Registration: Piper PA-28-161, G-BOFZ

No & Type of Engines: 1 Lycoming O-320-D3G piston engine

Year of Manufacture: 1978

Date & Time (UTC): 12 May 1991 at 1845 hrs

Location: Franklyn Field, Chewton Mendip, Somerset

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - 2

Injuries: Crew - None Passengers - None

Nature of Damage: Both wings damaged and nose landing gear detached

Commander's Licence: Commercial Pilot's Licence with Instrument and Instructor ratings

Commander's Age: 48 years

Commander's Flying Experience: 2,310 hours (of which 320 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot

The flight, from Bristol Lulsgate to Old Sarum and back, was being conducted by two inexperienced but qualified pilots who had asked an instructor to fly in the right seat as safety pilot. On the return leg, the instructor ascertained that Bristol was reporting a RVR of 1300 metres, although this had not been forecast. The instructor therefore took control and made an ILS approach to runway 27 at Bristol but, as no visual contact was made with the runway, he initiated a go-around. During the climb, hearing another Cherokee aircraft report visual contact with Franklyn Field (9.2 miles south east of Bristol Airport) and his intention to divert there, he decided to divert there also before the visibility deteriorated. He then informed Bristol ATC of his intentions and requested that the flying club should provide return transport.

The windssock at Franklyn Field showed the wind to be about 320°/10 kt, at 90° to the available runway 05/23. The instructor was aware that environmental objectors to the airstrip lived to the northeast, so he elected to land on runway 05. However, he was obliged to make an orbit on the final approach, since the other Cherokee was landing on the reciprocal runway. He then found himself to be slightly above the desired glideslope. The resulting approach was therefore steeper than normal and was flown

at about 75 kt, with full flap and low engine power. Following a flare in the normal position, the aircraft floated about half the length of the 610 metre strip before touching down.

The instructor states that, although he was aware of the effect on the environment of a low go-around, when it became apparent that the aircraft was not able to stop in the remaining runway, he applied full power and the aircraft became airborne. As it did so, it clipped the top of the boundary hedge, pitched nose down onto the ground and slewed through about 180° before coming to rest some 30 metres beyond the hedge, on a steep downslope in an adjacent field.

All the seats and safety harnesses withstood the impact and the occupants left the aircraft. The instructor returned a few moments later, radioed Bristol ATC to inform them of the accident and then secured the aircraft. Considering it safe to do so, the occupants departed from the site in the transport provided by the flying club. Although the crew had noticed no fuel spilling from the aircraft, when the Somerset Fire Brigade attended the scene they saw that fuel was escaping because of the aircraft's inclined attitude. They repositioned the aircraft to a more level attitude.