

No: 9/86

Ref: 1b

Aircraft type and registration: Piper PA-28-140 G-ATOS

No & Type of engines: 1 Lycoming O-320-E2A piston engine

Year of Manufacture: 1966

Date and time (UTC): 20 July 1986 at 1300 hrs

Location: Brands Hatch, Kent

Type of flight: Private (pleasure)

Persons on board: Crew — 1 Passengers — 2

Injuries: Crew — None Passengers — None

Nature of damage: Bent propeller and damage to the landing gear

Commander's Licence: Private Pilot's Licence

Commander's Age: 31 years

Commander's Total Flying Experience: 330 hours (of which 250 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot and telephone inquiry of the pilot.

On approaching Brands Hatch the pilot noted that the wind-sock was indicating zero wind velocity so he made a low pass to determine the best approach and to check for obstructions. He then made an approach for a landing but, nearing the threshold, decided he was too high and applied full-power for a go-around; there was a significant lack of power from the engine, evidently caused by carburettor icing.

A second approach to landing was normal down to below 100 feet, where the pilot felt that he was probably going to touch down late. After a brief landing run he applied as much brake as could be maintained on the wet grass but, realising that the aircraft was slewing around and was going to hit the upwind embankment, the pilot shut down the magnetos, mixture, fuel and master switch. The collision occurred at about 10 mph, with no injuries to the occupants.

The pilot considers that the accident occurred because of misjudgement and that he should have diverted after abandoning the first approach, considering the short strip, wet grass, lack of headwind and the power-lines on the upwind end of the strip. He also believes that the lack of engine power on the go-around from the first approach was the major factor in deciding to land from the second approach.