No: 1/91 **Ref: EW/G90/10/12** **Category: 1c**

Aircraft Type and Registration:	Piper PA-28, OO-MHB
No & Type of Engines:	1 Lycoming O-540-J3A5D piston engine
Year of Manufacture:	1980
Date and Time (UTC):	20 October 1990 at 1740 hrs
Location:	Southend Airport, Essex
Type of Flight:	Private
Persons on Board:	Crew - 1 Passengers - 2
Injuries:	Crew - None Passengers - None
Nature of Damage:	The aircraft sustained substantial damage that was beyond economic repair
Commander's Licence:	Belgian Commercial Pilot's Licence with Instrument rating
Commander's Age:	48 years
Commander's Total Flying Experience:	1,300 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot and additional telephone inquiries by AAIB

After an IFR transit from Ostend the pilot flew a Surveillance Radar Approach (SRA) to runway 24 at Southend Airport. On his initial contact with the Southend Approach Radar controller he was given details of the latest weather observation which was "surface wind calm, visibility 1700 metres in haze, 5 oktas of cloud at 300 feet and 5 oktas at 1000 feet. The temperature and dew point were both +13°C. He was also informed that the talk down would terminate at half a mile. The pilot reports that he correctly followed the controller's instructions and recalled that, at the end of the talk down, he was given a final advisory height and heading. He first saw the runway lights when the aircraft was at a height of 100 feet above ground level. After further descent for landing, he saw the red lights marking the end of the paved surface and considered that there was still sufficient distance in which to stop. After touch down, the aircraft over-ran the paved surface, struck an embankment which removed the landing gear, and crossed a road before coming to rest approximately 300 metres from the end of the runway. Passers-by assisted the occupants to vacate the wreckage.

The Southend Airport ATC radar controller reports that, after identifying the position of OO-MHB on radar, the pilot was advised of heights and headings to fly for a SRA to runway 24. He was also specifically asked whether he was using QNH or QFE. The pilot replied that he was using QFE. The

controller considers the approach to have been normal until the aircraft was at a range of about one and a half miles from the runway threshold, when it drifted left of track. Advisory heading changes to regain the centreline were given and the talk down was terminated when the aircraft was half a mile from the threshold. The radar controller then went to the Visual Control Room in order to check whether the aircraft would land or go around. Initially there was no visual contact, however the aircraft eventually came into view in a steep descent and at apparently high speed, over the intersection between runway 24 and the southern taxiway. From this position there is 355 metres of paved surface available. As it appeared unlikely that the aircraft could stop within this distance the controller sounded the crash alarm. Fire and rescue services arrived at the accident site within two minutes.

The actual weather conditions recorded immediately after the accident were surface wind calm, visibility 1700 metres in haze, and 5 oktas cloud at 200 feet, 6 oktas at 400 feet. The high intensity approach lighting, runway lights and PAPI's were all serviceable and had been selected ON at maximum brilliance.