

**AAIB Bulletin No:** 12/95      **Ref:** EW/G95/09/10      **Category:** 1.3

**Aircraft Type and Registration:** Piper PA-28R-200 Cherokee Arrow II, G-BMJG

**No & Type of Engines:** 1 Lycoming IO-360-C1C piston engine

**Year of Manufacture:** 1969

**Date & Time (UTC):** 9 September 1995 at 1615 hrs

**Location:** Elstree Aerodrome, Hertfordshire

**Type of Flight:** Private

**Persons on Board:** Crew - 1                      Passengers - 1

**Injuries:** Crew - None                      Passengers - None

**Nature of Damage:** All engine and landing gear mountings distorted plus cuts to underside of fuselage

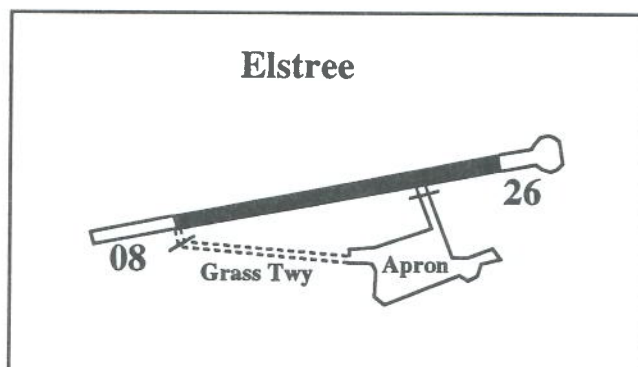
**Commander's Licence:** Private Pilot's Licence

**Commander's Age:** 68 years

**Commander's Flying Experience:** 1,260 hours (of which 365 were on type)  
Last 90 days - 32 hours  
Last 28 days - 2 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot

Runway 26 at Elstree has a displaced threshold 128 metres from the end which is dumbbell shaped (see diagram). The taxi route from the paved apron to Runway 26 involves backtracking the runway towards the dumbbell and then turning around. There is no air traffic control at Elstree but there is an air-to-ground radio service.



The pilot of G-BMJG returned to land after a local flight but when he lowered the landing gear, the nose gear 'DOWN' light failed to illuminate. He recycled the gear but the light stayed out so he had the gear inspected by the A/G radio operator who reported that the nose gear appeared to be in its normal down position. The pilot then planned an approach to land during which he would close the throttle immediately before touchdown to minimise engine and propeller damage should the nose gear collapse.

As the pilot of 'JG made his approach, there was a Piper Navajo on the dumbbell extension of Runway 26 waiting to depart with its engines running. The pilot of 'JG decided to land over the top of the Navajo which, by its orientation within the dumbbell, was obviously not about to takeoff. On short finals he lowered full flap and cut the power. Unfortunately he misjudged his aircraft's glide characteristics in the 15 kt headwind and he landed short of the threshold. His aircraft passed over the top of the Navajo's left propeller which cut the underside of the rear of 'JG's fuselage. The hard landing on the upslope before the displaced threshold damaged the PA-28's landing gear and engine mounting assembly. The Navajo suffered only abrasion damage to its left propeller.



The diagram illustrates the damage to the underside of the rear fuselage. The aircraft was flying over the top of the Piper Navajo's left propeller, which cut through the fuselage. The diagram shows the rear fuselage, the engine mounting, and the landing gear. The damage is indicated by a shaded area on the underside of the rear fuselage.

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