

AAIB Bulletin No: 12/94

Ref: EW/G94/10/09

Category: 1.3

Aircraft Type and Registration: Piper PA-28-161 Cherokee Warrior II, G-BHRC

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

Year of Manufacture: 1979

Date & Time (UTC): 13 October 1994 at 1517 hrs

Location: Nottingham Airport

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Damage to engine, propeller and left wing leading edge

Commander's Licence: Private Pilot's Licence

Commander's Age: 61 years

Commander's Flying Experience: 59 hours (of which 5 were on type)
Last 90 days - 3 hours
Last 28 days - 3 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The pilot carried out a series of touch-and-go landings on Runway 09; the surface was dry and the wind was light and variable. The pilot reported that, on the final circuit, he entered the flare at 70 kt, as he crossed the '09 numbers'. He estimated that the headwind component had dropped to nothing or there may even have been a slight tailwind. The aircraft floated longer than it had on the previous landings and touchdown occurred just past the intersection with Runway 03/21, at a speed of 65 kt. The pilot considered that he was too close to the runway end to go-around and so he braked and attempted to turn right onto the holding area. The aircraft left the paved area and came to rest nose down in a ditch. He was wearing lap and diagonal upper torso restraint and escaped without injury after switching off the fuel, ignition and electrics.

The touchdown point was about 675 metres into the landing distance available of 837 metres.