

<b>Aircraft Type and Registration:</b>	Piper PA-28-161 Warrior II, G-BOXC	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-320-D3G piston engine	
<b>Year of Manufacture:</b>	1988	
<b>Date &amp; Time (UTC):</b>	26 April 2005 at 1300 hrs	
<b>Location:</b>	Jersey Airport, Channel Islands	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Damage to noseleg fork, nosewheel and engine bearers	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	43 years	
<b>Commander's Flying Experience:</b>	63 hours (all on type) Last 90 days - 0.4 hours Last 28 days - 0 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The pilot was cleared for takeoff from Runway 27 at Jersey Airport. The wind was given as 180°/13 kt, so there was a direct crosswind of 13 kt. The pilot prepared to practice a 'short field' takeoff and set two stages of flap.

As the airspeed reached about 45 kt, the pilot found that he could no longer keep the aircraft tracking straight down the runway and that it wanted to turn to the left, into the wind. The pilot felt that he was losing control of the situation. He did not want to build any more airspeed, and risk a more serious event, so he abandoned the takeoff and shut down the engine. The aircraft ran onto the grass to the left of the runway, suffering damage to the nose landing gear.

The pilot commented that the causes of the accident were that he had not had sufficient practice in crosswind conditions and that he had not applied sufficient into-wind aileron during the take-off run. Beyond this, he did not have a ready explanation as to the causes of the accident. An instructor from the local aero club, with a good knowledge of this pilot's flying abilities, commented that a major factor appeared to be that the pilot had applied insufficient right rudder pedal to compensate for the crosswind from the left coupled with the application of take-off power.