

Piper PA-28-161 Cadet, G-EKIR

AAIB Bulletin No: 12/2002	Ref: EW/G2002/08/14	Category: 1.3
Aircraft Type and Registration:	Piper PA-28-161 Cadet, G-EKIR	
No & Type of Engines:	1 Lycoming 0-320-D3G piston engine	
Year of Manufacture:	1989	
Date & Time (UTC):	16 August 2002 at 1550 hrs	
Location:	Welshpool Airfield, Wales	
Type of Flight:	Private	
Persons on Board:	Crew - 2	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to both wings	
Commander's Licence:	Private Pilots Licence	
Commander's Age:	35 years	
Commander's Flying Experience:	121 hours (all on type)	
	Last 90 days - 4 hours	
	Last 28 days - 4 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The pilots carried out a brake check on the aircraft before they departed Gloucester for their flight to Welshpool. At Welshpool they were unable to establish radio contact with the tower so, with the windsock indicating that the surface wind was calm, a normal circuit was flown for an approach to asphalt Runway 22. The handling pilot considered that the aircraft was too high on finals and went around from the first approach. He had a similar impression on his subsequent approach but believed this to be due to the perspective of the short and narrow runway (709 x 18 metres). On short finals both pilots were satisfied that the aircraft was correctly positioned on the centreline and at the correct speed and height. A normal touchdown was made and as progressive braking was applied the aircraft began to yaw to the left. Brake pedal pressure was reduced and the aircraft recovered to the runway centreline. As the brakes were re-applied the aircraft again yawed to the left to such an extent that it was impossible for the pilot to maintain directional control and brake at the same time. As the aircraft was about to depart the side of the runway the pilot retracted the flaps and applied full power in an attempt to take off. With the aircraft now on the grass the pilot

changed his mind and closed the throttle. The aircraft crossed the airfield boundary, went between two posts of a wire fence, damaging the leading edges of both wings, and came to rest in a small field. The engine was shut down and both pilots vacated the aircraft uninjured.

The aircraft was subsequently inspected in situ by the owner and then taxied, under its own power, back onto the airfield. The brakes were checked and found to operate normally. When the aircraft was recovered to Gloucester, the chief engineer of the flying clubs engineering subsidiary carried out further checks of the braking system, including dismantling of the wheels and brakes but no faults were found.