

No: 11/90

Ref: EW/G90/08/23

Category: 1c

Aircraft Type and Registration: Piper PA-28-180, G-BAWX

No & Type of Engines: 1 Lycoming O-360-A4A piston engine

Year of Manufacture: 1973

Date and Time (UTC): 26 August 1990 at 1415 hrs

Location: Sherburn-in-Elmet Aerodrome, Leeds, Yorkshire

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - 3

Injuries: Crew - None Passengers - 1 (serious)

Nature of Damage: Aircraft damaged beyond economical repair

Commander's Licence: Private Pilot's Licence with IMC rating

Commander's Age: 46 years

Commander's Total Flying Experience: 286 hours (of which 135 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot

Before departing from Leeds Bradford Airport the pilot obtained a weather forecast for his flight to Sherburn-in-Elmet. The forecast was for light and variable winds, no significant cloud and visibility 5 kilometres in haze.

On arrival at Sherburn-in-Elmet the pilot was cleared to join for landing on runway 11, which had a landing distance available of 616 metres. He reported that he flew a normal approach using full flap and crossed the landing threshold at 80 knots. After round out the aircraft floated farther than expected before touching down and when he applied the brakes he found difficulty in maintaining directional control. Realising then that the aircraft groundspeed was higher than normal he decided to go around, applying full power and raising the flaps to 25°. The aircraft, however, overran the end of the runway. The main wheels ran through soft ground and, although the pilot was able to lift the aircraft off, he was unable to clear a tall hedge beneath the take-off flight path.

As the aircraft passed through the top of the hedge, both wings separated from the fuselage, which then came to rest in an upright position beyond the hedge. The occupants were able to vacate the aircraft normally through the main door but one passenger suffered a back injury during the accident sequence.

The pilot later thought that his high groundspeed may have been due to a small tailwind component on the runway at the time of his landing.