

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Piper PA-28-140 Cherokee, G-AVGD	
<b>No &amp; type of Engines:</b>	Lycoming IO-320-E2A piston engine	
<b>Year of Manufacture:</b>	1967	
<b>Date &amp; Time (UTC):</b>	9 September 2006 at 1324 hrs	
<b>Location:</b>	Wellesbourne Mountford Airfield, Warwickshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - 1 (Minor)	Passengers - 1 (Minor)
<b>Nature of Damage:</b>	Collapsed nosewheel, damage to right wing tip, nose underside, propeller and engine mounts	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	47 years	
<b>Commander's Flying Experience:</b>	105 hours (of which 9 were on type) Last 90 days - 10 hours Last 28 days - 3 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

## Synopsis

Whilst landing in a cross-wind from the left, the aircraft veered violently to the left as the nosewheel contacted the ground. The pilot believed that this resulted from a combination of a gust of wind and the application of too much left rudder together with left aileron.

## History of the flight

Following an uneventful flight from Cranfield, the aircraft joined the circuit at Wellesbourne Mountford and positioned onto final approach for Runway 18. The wind was reported as 100°/11 kt and the pilot adopted the crab technique as he aligned the aircraft with the runway centreline. On short final approach he selected full flap and changed to the wing down method, ie he applied

left aileron and right rudder. As the aircraft crossed the threshold the speed had reduced to about 65 mph; the pilot increased it slightly by applying a little more power. Touchdown on the main wheels was reportedly smooth and occurred approximately 180 m from the threshold. However, when the nosewheel contacted the runway, the aircraft veered violently to the left and actually turned onto a disused runway that intersected Runway 18 some 250 m from the threshold. During the turn, the right wing tip struck the ground but the aircraft subsequently righted itself. As it did so, the nosewheel collapsed, the propeller struck the ground and the aircraft came to an immediate halt. The pilot turned off the fuel and master switch, and both occupants vacated the aircraft

without difficulty. The only injuries were a graze to the passenger's left leg, with the pilot sustaining a cut finger.

The pilot has subsequently commented that the aircraft may have encountered a gust between the main and

nosewheels touching down. As an instinctive reaction to being pushed to the right, he considered that he may have inadvertently applied too much left rudder, which, with left aileron already applied, may have caused the violent turn to the left.