

AAIB Bulletin No: 10/95

Ref: EW/G95/07/17

Category: 1.3

Aircraft Type and Registration: Piper PA-28-151 Cherokee Warrior, G-BVTO

No & Type of Engines: 1 Lycoming O-320-E3D piston engine

Year of Manufacture: 1974

Date & Time (UTC): 22 July 1995 at 1245 hrs

Location: Manston Airfield, Kent

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Left wingtip damaged and left wing leading edge ruptured

Commander's Licence: Student Pilot

Commander's Age: 26 years

Commander's Flying Experience: 40 hours (all on type)
Last 90 days - 28 hours
Last 28 days - 18 hours

Information Source: Aircraft Accident Report Form submitted by the pilot and telephone enquiries by the AAIB

The student pilot was flying back to his home base at the conclusion of a solo land-away cross-country navigation exercise. The forecast wind at 1250 hrs was 340°/12 kt. Prior to commencing this final sector of the flight he telephoned his home base and obtained the latest crosswind. When on short finals for Runway 28, the student pilot asked for the actual surface wind and was advised that it was 330°/15 kt. This was equivalent to a 10 kt crosswind. As the aircraft touched down on the runway centreline it drifted to the left and collided with a runway marker board before the pilot was able to prevent it.

As a PPL student, the pilot was cleared to fly in crosswinds equivalent to the aircraft certificated crosswind limit or to a more restrictive limit as set for him by his own QFI. This student pilot had demonstrated his ability to land the aircraft satisfactorily in a crosswind and therefore was cleared to use the aircraft crosswind limit of 17 kt.