

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Piper PA-28-161 Cherokee Warrior II G-BTNV	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-320-D3G piston engine	
<b>Year of Manufacture:</b>	1978 (Serial no: 28-7816590)	
<b>Date &amp; Time (UTC):</b>	11 December 2013 at 1437 hrs	
<b>Location:</b>	Manchester Barton Airport	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Propeller, nose landing gear leg and left wing	
<b>Commander's Licence:</b>	National Private Pilot's Licence	
<b>Commander's Age:</b>	70 years	
<b>Commander's Flying Experience:</b>	220 hours (of which 220 hours were on type) Last 90 days - 14 hours Last 28 days - 7 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

## Synopsis

The aircraft was flying 10 kt faster than usual when it was flared for touchdown. It floated a few feet above the surface before touching down approximately halfway along the runway. The aircraft overran the runway and tipped forward when it encountered soft ground.

## History of the flight

The pilot reported that he extended the downwind leg to avoid other circuit traffic and, when he turned onto the base leg, he could no longer see Runway 27L because of poor, hazy visibility. He turned onto final approach but when he was closer to the airfield and could see the runway again, realised that he was above the normal vertical approach path and not on the runway centreline. He manoeuvred the aircraft to regain the runway centreline and vertical profile but as he passed the beginning of the runway, he was at approximately 70 kt instead of 60 kt.

The passenger, a qualified pilot with a Commercial Pilot's Licence, "mentioned a go-around" but the pilot reported that he considered a safe landing was still possible. He flared the aircraft but it floated just above the surface and, with a calm wind, did not touch down until approximately half way along the runway. The pilot still assessed that there was sufficient runway available to stop but, although he "braked hard", the aircraft decelerated slowly, the result, the pilot believed, of the grass being damp. The aircraft overran the end of the runway onto soft ground, and tipped forward and to the left such that the propeller and left wing touched the ground.

The pilot considered on reflection that, when he realised he was above the vertical profile and not on the runway centreline, he might have positioned the aircraft onto the dead side of the runway and rejoined the circuit.

### **Civil Aviation Authority (CAA) Safety Sense Leaflet 7c, Aeroplane Performance**

CAA Safety Sense Leaflet 7c considers the takeoff and landing performance of light aircraft. Paragraph 7, *Landing – Points to Note* states:

*'If you've misjudged [the landing], make an early decision to go around – don't float half way along the runway before deciding.'*