

Piper PA-28-161 Cherokee Warrior II, G-DENH

BULLETIN ADDENDUM	
AAIB File:	EW/G2003/03/01
Aircraft Type and Registration:	Piper PA-28-161 Cherokee Warrior II, G-DENH
Date & Time (UTC):	2 March 2003 at 1340 hrs
Location:	Denham Airfield, Middlesex
Information Source:	Aircraft Accident Report Form submitted by the pilot and subsequent enquiries by the AAIB

AAIB Bulletin No 7/2003, page 101 refers

Aircraft braking system

The following sentence is added after the fourth sentence of this paragraph:

.....satisfactorily at slow speed. Following the accident, the pilot had requested that a high speed taxi test of the brakes be performed; however this was not done. As the damage.....

The last sentence should read:

The runway was inspected by the AAIB several days after the accident and, whilst no skid marks were visible on the runway, there was evidence of the wheels having locked up after the aircraft departed the runway onto the grass.

The corrected paragraph is shown below:

Aircraft braking system

After the accident, the chief pilot and an engineer from the flying training organisation checked the operation of the brakes. They reported that there was no sign of sponginess at the pedals and the brake pads were confirmed to be contacting the discs. The aircraft was later towed back to the apron. During the tow, the brakes were tried and appeared to operate satisfactorily at slow speed. **Following the accident, the pilot had requested that a high speed taxi test of the brakes be performed; however this was not done.** As the damage was limited to the wing leading edges, the following day the aircraft was taxied to the maintenance area on the other side of the airfield in preparation for repair. The brakes operated satisfactorily during the taxi. The brakes were subsequently disassembled for examination by the company's maintenance organisation. The only defect found was a split in the piston seal on the right toe-brake cylinder at the left seat position. As the instructor was seated in the right seat, this would not have accounted for the apparent lack of effectiveness of his brakes. A pilot who hired the aircraft on the morning of the accident did not report any problems with the brakes. **The runway was inspected by the AAIB several days after the accident and, whilst no skid marks were visible on the runway, there was evidence of the wheels having locked up after the aircraft departed the runway onto the grass.**