

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Piper PA-28-161 Cherokee Warrior II, G-BURT	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-320-D3G piston engine	
<b>Year of Manufacture:</b>	1977 (Serial no: 28-7716105)	
<b>Date &amp; Time (UTC):</b>	27 August 2012 at 1345 hrs	
<b>Location:</b>	Enstone Aerodrome, Oxfordshire	
<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>	Damage to wings, fuel tanks, nose cowling and propeller	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	53 years	
<b>Commander's Flying Experience:</b>	87 hours (of which all were on type) Last 90 days - 19 hours Last 28 days - 7 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

The aircraft landed with a crosswind from the right. As the nose wheel was lowered on to the runway surface, the aircraft veered to the left. The pilot was unable to straighten the aircraft before it struck a fence post to the side of the paved area.

**History of the flight**

The aircraft had flown from Denham to Enstone in fine but breezy weather conditions and, on arrival, the pilot was informed that Runway 08 was in use. The marked runway at Enstone is on the southern half of the original paved runway and, consequently, is about half the original width. A wire fence with 6 ft posts runs along the northern edge of the paved surface. The 2,000 ft wind was forecast to be from 190° at 35 kt and

the surface wind at Enstone was forecast to be from 170° at 15 kt, gusting to 25 kt. On final approach, the pilot was advised that the surface wind was from 180° at 12 kt.

The pilot was content with the final approach, which was flown using left rudder and right aileron to fly straight and with two stages of flap extended. He reported that the aircraft landed slightly left of the marked runway centre line but, as soon as the nosewheel was lowered on to the runway surface, with the rudder straight, it veered to the left. The pilot was unable to straighten the aircraft before it had travelled left across the full width of the asphalt surface and struck a fence post with its left wing. The aircraft came to a stop with

fence posts and wire wrapped around both wings and the propeller, which caused the engine to stop. The pilot and his passenger were uninjured and vacated the aircraft through the main door. The pilot considered that the crosswind had been a significant factor in the accident.