

AAIB Bulletin No: 9/94

Ref: EW/G94/04/11

Category: 1.3

Aircraft Type and Registration: Piper PA-28-180 Cherokee, G-AXSG

No & Type of Engines: 1 Lycoming O-360-A4A piston engine

Year of Manufacture: 1969

Date & Time (UTC): 14 April 1994 at 1220 hrs

Location: Cumbernauld Airfield, Strathclyde, Scotland

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - 1

Injuries: Crew - None Passengers - None

Nature of Damage: Left wing requires replacement, some damage to right wing and minor overall surface damage to the aircraft

Commander's Licence: Private Pilot's Licence

Commander's Age: 36 years

Commander's Flying Experience: 123 hours (of which 117 were on type)
Last 90 days - 9 hours
Last 28 days - 5 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The weather was good with a surface wind of 040°/20 kt but with gusts; the active runway was 08. The pilot of G-AXSG (SG) was cleared to join the visual circuit from the overhead at 2,000 feet agl. After reporting downwind at 1,000 feet agl, the pilot was passed the surface wind and cleared to finals. Some turbulence was noted as the aircraft descended through 700 feet agl and, after calling on finals, the pilot was cleared to land at his discretion. Subsequently, he maintained an approach speed of 80 to 85 kt with full flap and noted that he required a 30° to 40° offset to maintain the runway track. At approximately 400 feet agl, a gust of wind blew the aircraft onto a direct track to Runway 08. As he was correcting for this another severe gust, at approximately 200 feet agl, caused a violent left wing drop. The pilot applied full power and full opposite aileron; this action rectified the wing drop but the aircraft continued to descend. By now the aircraft was descending rapidly in a direction approximately 45° off runway heading and, as he considered that the aircraft was not going to regain height, the pilot closed the throttle and instructed his passenger to brace for impact. 'SG' touched down off the runway to the left, and continued over the grass before colliding with some concrete fence posts and coming to a stop. The pilot stated that he considered the accident was caused by windshear and gusts.