

No: 9/90

Ref: EW/G90/07/24

Category: 1c

Aircraft Type and Registration: Piper PA-24, G-ARUO

No & Type of Engines: 1 Lycoming O-360-A1A piston engine

Year of Manufacture: 1961

Date and Time (UTC): 25 July 1990 at 1200 hrs

Location: Truro Airfield, Cornwall

Type of flight: Private

Persons on Board: Crew - 1 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Substantial to landing gear, propeller, engine mountings and wings

Commander's Licence: Private Pilot's Licence

Commander's Age: 43 years

Commander's Total Flying Experience: 263 hours (of which 40 were on type)

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

The pilot was undertaking a transit flight from White Waltham to Truro. He had obtained a meteorological forecast which indicated that landing conditions at Truro would be suitable. Truro airfield has a 500m runway 32/14 with an overall slope of 1.8% Up on 32. This runway has an additional 100m starter extension with an up-slope of 5.8%. This extension is declared for take-off and over-run only. On arrival at Truro, the pilot attempted to make radio contact but as he had been unable to obtain prior permission for his arrival, the radio was not manned. He therefore completed an overhead join and observed the windsock which gave a tailwind component on Runway 32 of about 10 kts. The pilot states that he had operated from Truro before and was aware of the up-slope on Runway 32. Having elected to land on 32, the pilot states that he made a normal approach but on reaching the brow of the runway after landing, he realised that he would not be able to stop his aircraft before the airfield boundary fence. Despite heavy braking, the aircraft went through the frangible boundary fence and entered a stubble field. The aircraft sustained only minor damage from its contact with the fence and the pilot decided to regain the airfield by taxiing through the gap in the fence which he had just made. During this manoeuvre the aircraft's nosewheel entered a shallow ditch adjacent to the fence. This ditch had a sloping side towards the stubble field but a vertical side some 3-5 inches high on the airfield side. Contact with the vertical side of the ditch caused the nose landing gear to collapse followed by the main landing gear.