

ACCIDENT

Aircraft Type and Registration:	Piper PA-28-161 Cherokee Warrior II, G-BRBB	
No & Type of Engines:	1 Lycoming O-320-D3G piston engine	
Year of Manufacture:	1981	
Date & Time (UTC):	11 March 2012 at 1245 hrs	
Location:	Caernarfon Airport, Gwynedd	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Leading edge of both wings and propeller	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	53 years	
Commander's Flying Experience:	211 hours (of which 48 were on type) Last 90 days - 5 hours Last 28 days - 1 hour	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The aircraft touched down beyond the normal landing point and the pilot inadvertently applied less than the required brake pressure to decelerate the aircraft in the remaining distance available. It overran the runway before being brought to a stop.

Description of the event

The aircraft was landing on Runway 26 at Caernarfon Airport following a flight from Gloucestershire Airport. Runway 26 was 938 m in length, with a Landing Distance Available after the displaced threshold of 759 m. The runway was dry with a surface wind from 330° at 10 kt. Airport elevation was 14 ft.

The pilot reported turning base leg at 1,150 ft and onto

finals at 950 ft, achieving a normal approach speed. Full flaps were selected for landing, with an approach speed of 65 to 70 kt. The aircraft floated for an extended period in the flare. Just after touchdown, the pilot heard a wheel skid, so reduced his applied brake pressure before reapplying it firmly. He estimated that the aircraft was about halfway along the available landing distance at this stage. He realised that he would be unable to stop the aircraft in the remaining runway, but also that there was insufficient runway available to reject the landing safely.

The pilot continued to apply pressure to the brake pedals, but with limited effect, and the aircraft ran off the runway end at a running pace. With a raised

embankment ahead, the pilot was able to steer the aircraft to the right. It passed through a wire and wooden post fence before coming to a stop at 90° to the runway centreline. The pilot carried out a normal shutdown procedure and then he and his passenger, who were uninjured, vacated the aircraft. The airport emergency services responded and were quickly on scene.

The pilot considered that he had placed his feet incorrectly on the rudder pedals, such that he could not apply full braking effort. He felt that this, and the extended float and a very narrow window of opportunity to reject the landing, were contributory to the accident.