

**AAIB Bulletin No:** 4/95

**Ref:** EW/G95/02/10

**Category:** 1.3

**Aircraft Type and Registration:** Piper PA-28-151 Cherokee Warrior, G-BTNT

**No & Type of Engines:** 1 Lycoming O-320-E3D piston engine

**Year of Manufacture:** 1976

**Date & Time (UTC):** 26 February 1995 at 1520 hrs

**Location:** Seething Airfield, Norfolk

**Type of Flight:** Private

**Persons on Board:** Crew - 1                      Passengers - None

**Injuries:** Crew - None                      Passengers - N/A

**Nature of Damage:** Substantial to nose landing gear and propeller

**Commander's Licence:** Private Pilot's Licence with IMC and Night Ratings

**Commander's Age:** 38 years

**Commander's Flying Experience:** 296 hours (of which 141 were on type)  
Last 90 days - 20 hours  
Last 28 days - 6 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot

The aircraft was on a VFR cross country flight from Luton Airport to Seething, Norfolk. The actual weather conditions at Norwich, 9 nm to the north-north-east, at the time the aircraft arrived at Seething were fine with good visibility, scattered cumulonimbus at 1,500 feet with a surface wind of 340°/10 kt gusting to 20 kt and a QNH of 1009 mb.

Before joining the Seething circuit the pilot made contact with Seething radio. He was given the airfield information and told to use Runway 24 with left-hand circuits (the runway surface is of bitumen with a Landing Distance Available (LDA) of 776 metres). As the aircraft turned base leg the pilot lowered one stage of flap and reduced the airspeed to cross the threshold at 85 mph. The pilot reported that at that moment the headwind component reduced and he flew above the runway "holding back to reduce airspeed". He thought that by the time the aircraft touched down it was approximately halfway along the runway. He applied the brakes firmly and reduced speed but overran the end of the runway at a speed of 15 mph causing the nose landing gear to collapse. When the aircraft came to a stop the pilot, who was not injured, switched off the electrics and vacated the aircraft.

The pilot reported that the accident might have been avoided if he had selected more than only one stage of flap and hence reduced his approach speed.