

## Piper PA-28-181 Cherokee Archer II, G-BPOT

<b>AAIB Bulletin No:</b> 4/2004	<b>Ref:</b> EW/G2004/02/02	<b>Category:</b> 1.3
<b>Aircraft Type and Registration:</b>	Piper PA-28-181 Cherokee Archer II, G-BPOT	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-360-A4M piston engine	
<b>Year of Manufacture:</b>	1977	
<b>Date &amp; Time (UTC):</b>	7 February 2004 at 1245 hrs	
<b>Location:</b>	Deanland Airfield, Lewes, East Sussex	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Leading edge, wing tip and propeller damaged	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	45 years	
<b>Commander's Flying Experience:</b>	415 hours (of which 131 were on type)	
	Last 90 days - 4 hours	
	Last 28 days - 2 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The pilot had planned to ferry the aircraft back to Rochester Airport, where it was normally kept, following maintenance and an annual inspection. Another pilot had already flown the same aircraft at Deanland earlier in the day.

Runway 24 was the runway in use at Deanland; it has a grass surface, 500 metres in length. The surface wind was from the south-west at 20 to 25 kt. The pilot described the ground conditions as very wet and, because the parallel taxiway was too soft, he backtracked along Runway 24. The runway is bounded on the northern side by a perimeter fence which, at the threshold end, runs close alongside. There is also a slope down towards the threshold. As the pilot approached the end of the runway he kept close to the fence in preparation for his turn. He noted that he was using more power than usual for taxiing because of the wet conditions. Then, as he attempted to turn to the right the aircraft kept moving straight ahead. Before he was able to prevent it the port wingtip caught on a fence post whereupon the aircraft slewed to the left and into the fence.

The pilot considered that wet ground together with the local downslope and the strong wind caused the aircraft to slide rather than to turn. It could also be more difficult to turn the aircraft to the right with the engine at a higher power setting.