Piper PA-28-140 Cherokee, G-SMTH

AAIB Bulletin No: 10/2003	Ref: EW/G2003/07/34	Category: 1.3
INCIDENT		
Aircraft Type and Registration:	Piper PA-28-140 Cherokee, G-SMTH	
No & Type of Engines:	1 Lycoming O-320-E2A piston engine	
Year of Manufacture:	1970	
Date & Time (UTC):	26 July 2003 at 1458 hrs	
Location:	Southend Airport, Essex	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Right wing slightly damaged	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	45 years	
Commander's Flying Experience:	85 hours (of which 2 were on type)	
	Last 90 days - 9 hours	
	Last 28 days - 5 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The pilot started his flight at Southend Airport and flew to Stapleford, Essex, where he landed uneventfully. Later the same day he returned to Southend, where Runway 24 was in use. The weather conditions were good with a reported surface wind from 180º/10 kt. The aircraft's approach appeared to be normal but after touchdown it slewed to the left and ran off the edge of the runway onto the grass. At some stage during the landing the right wing tip touched the runway surface causing slight damage. The pilot stopped the aircraft on the grass and afterwards was able to taxi to the ramp area.

This particular model of the PA-28 has an under panel lever operated brake which applies braking pressure equally to both main wheels. There are no toe brakes and therefore differential braking pressure is not available. The pilot had been checked out satisfactorily by an instructor on this aircraft on a previous occasion but had limited experience of this braking system. He stated that for the landing he had used the 'wing down' crosswind technique and had afterwards perhaps applied the brakes too early. If he had applied the brake with only one main wheel in contact with the runway it is possible that the braking effect on the wheel could have caused the aircraft to swing rapidly in that direction.