

Piper PA-28-140, G-AYMK

AAIB Bulletin No: 1/2002 Ref: EW/G2001/08/29

Category: 1.3

INCIDENT

Aircraft Type and Registration:	Piper PA-28-140, G-AYMK	
No & Type of Engines:	1 Lycoming O-320-E2A piston engine	
Year of Manufacture:	1965	
Date & Time (UTC):	25 August 2001 at 1130 hrs	
Location:	Nottingham Airfield	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Nose landing gear damaged and tyres scrubbed	
Commander's Licence:	Private Pilots Licence with Night Rating	
Commander's Age:	50 years	
Commander's Flying Experience:	115 hours (all of which were on type)	
	Last 90 days - 4 hours	
	Last 28 days - 4 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The pilot had planned to fly from Newcastle to Nottingham airfield in order to attend a business meeting. The meteorological forecast for the flight was good with CAVOK conditions and light winds. The surface temperature at Nottingham was +26°C. On arrival at Nottingham the pilot positioned the aircraft on the downwind leg for a left hand visual circuit to land on Runway 09, which has an asphalt and concrete surface with a published landing distance of 836 metres.

Whilst on the base leg, the pilot decided that he was too close to continue the approach. He flew onto the 'dead-side' and rejoined the circuit. On the subsequent approach the aircraft touched down approximately half way along the runway. As the pilot commenced braking the aircraft immediately veered to the right. Despite the application of left rudder the aircraft crossed the right edge of the runway and came to rest on the grass surface. The pilot vacated the aircraft unassisted via the normal exit and the airfield fire and rescue services arrived shortly afterwards.

The aircraft was subsequently examined by the local maintenance facility and hydraulic fluid was found to be leaking from the area of the right brake unit.

The pilot, with commendable candour, provided the following assessment of the cause of the incident. 'It was a hot day, with little wind and a runway with a slight down slope. All contributing factors, but it was basically down to pilot error. The approach was not correct and I should have gone around, even though I was heading for an appointment. Bad decision making.'