

## Piper PA-28R-180, G-WWAL

**AAIB Bulletin No: 6/99 Ref: EW/G99/04/15 Category: 1.3**

<b>Aircraft Type and Registration</b>	Piper PA-28R-180, G-WWAL
<b>No &amp; Type of Engines:</b>	1 Lycoming IO-360-B1E piston engine
<b>Year of Manufacture:</b>	1968
<b>Date &amp; Time (UTC):</b>	17 April 1999 at 1830 hrs
<b>Location:</b>	White Waltham Airfield
<b>Type of Flight:</b>	Private (Training)
<b>Persons on Board:</b>	Crew - 2 - Passengers - 1
<b>Injuries:</b>	Crew - None - Passengers - None
<b>Nature of Damage:</b>	Twisting of main spar and loss of rivets on port upper wing surface
<b>Commander's Licence:</b>	Commercial Pilot's Licence
<b>Commander's Age:</b>	37 years
<b>Commander's Flying Experience:</b>	2,020 hours (of which 1,700 were on type)  Last 90 days - 50 hours  Last 28 days - 20 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

Following a training flight the aircraft was taxied to its normal parking spot. As the aircraft entered the parking area a noise was heard from the left wheel. The aircraft was brought to a halt and the engine stopped. A visual inspection under the left wing revealed that the left main landing gear wheel had impacted with a metal tie-down. The metal stake had been driven into the ground with 4 inches remaining above the surface. The combination of the metal stake being dark in colour, unmarked and partially hidden by grass meant the pilot was unable to see it. Engineering examination showed that whilst the tyre was still inflated and the landing gear strut was undamaged the port wing main spar had suffered twisting and there was a loss of rivets from the wing upper surface.