

## Piper PA-28-181, G-BLYY

<b>AAIB Bulletin No:</b>	<b>10/99</b>	<b>Ref:</b>	<b>EW/G99/07/38</b>	<b>Category:</b>	<b>1.3</b>
<b>Aircraft Type and Registration:</b>	Piper PA-28-181, G-BLYY				
<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>	31st July 1999 at 1045 hrs				
<b>Location:</b>	Huddersfield Crossland Moor				
<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>	Damaged beyond economic repair				
<b>Commander's Licence:</b>	Private				
<b>Commander's Age:</b>	41 years				
<b>Commander's Flying Experience:</b>	152 hours (of which 44 were on type) Last 90 days - 37 hours Last 28 days - 13 hours				
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot				

The aircraft was landing on Runway 07, the first 250 metres of which is grass and the remaining 640 metres asphalt; the surface wind was 090°/5 kt. The pilot reported that he crossed the threshold at 60 kt and the main wheels touched at the start of the asphalt section. He held the nosewheel off until the speed had decayed to about 30 kt, when it dropped onto the runway and he started to apply the footbrakes.

With about 150 metres of runway remaining, he realised that the aircraft was not going to stop and there was insufficient runway from which to go-around. His attempt to utilise the extra length afforded by the runway end turning area was unsuccessful and the aircraft hit an earth bank at the end of the runway, at about 8 to 10 kt. It went over the bank and came to a halt in a nose down attitude with the left wing detached. The pilot, who was wearing lap and diagonal upper torso restraint, escaped without injury.