

# Piper PA-28-161 Cherokee Warrior II, G-BRBE

AAIB Bulletin No: 4/2003 Ref: EW/G2003/01/11

Category: 1.3

<b>Aircraft Type and Registration:</b>	Piper PA-28-161 Cherokee Warrior II, G-BRBE	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-320-D3G piston engine	
<b>Year of Manufacture:</b>	1979	
<b>Date &amp; Time (UTC):</b>	16 January 2003 at 1215 hrs	
<b>Location:</b>	Shoreham Airport, Sussex	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Slight but extensive damage to left side of the aircraft and 2 runway marker boards destroyed	
<b>Commander's Licence:</b>	Private Pilots Licence	
<b>Commander's Age:</b>	72 years	
<b>Commander's Flying Experience:</b>	155 hours (of which 16 were on type)	
	Last 90 days - 9 hours	
	Last 28 days - Nil	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The pilot was on a local flight and prior to rejoining the circuit he copied the current ATIS information which reported that Runway 21 was in use with a surface wind of 240°/ 06 kt, visibility greater than 10 km and scattered cloud at 8,000 feet.

At 1205 hrs the local police informed Shoreham ATC that a road traffic accident had occurred on the A27 directly to the north of the airfield. Oxy-acetylene equipment was being transported on one of the vehicles involved in the accident therefore the police imposed a 300 metre exclusion zone around the accident site. As a result Shoreham ATC would only allow departures from Runway 21 and landings on Runway 03. Runway 03 is level, 1,036 metres long and 18 metres wide, with a displaced threshold reducing the published landing distance to 871 metres.

When the pilot contacted ATC to rejoin the circuit he was informed of the runway situation, cleared to join for Runway 03 and given a surface wind of 230°/06. When stabilised on final approach he was cleared to land and again passed the surface wind, which was now 240°/10 kt. ATC reported that the aircraft touched down more than half way along the runway and, after the nose wheel touched down, turned to the left and entered the grass to the left of the runway before coming to rest in the undershoot area of Runway 21. It was subsequently discovered that the aircraft had struck two wooden, marker boards after departing the runway. Examination of the aircraft revealed that both brakes were serviceable and working normally.

The pilots conversion to the PA-28 had been completed on 2 December 2002 and this was his first flight since that date. He reported that he had not experienced a landing in tailwind conditions before and considered that the approach was satisfactory although he was aware that he was being pushed along. He knew that he had touched down further along the runway than usual, that the ground speed was high and that the runway surface was damp.

When the aircraft came to a halt he shut down the engine, selected the fuel and electrical power off and he and his passenger, both of whom were uninjured, vacated the aircraft without assistance. The airfield fire and rescue services arrived at the scene promptly.