

Piper PA-24, G-ARUO

AAIB Bulletin No: 7/2000 **Ref:** EW/G2000/03/12 **Category:** 1.3

Aircraft Type and Registration: Piper PA-24, G-ARUO

No & Type of Engines: 1 Lycoming O-360-A1A piston engine

Year of Manufacture: 1961

Date & Time (UTC): 19 March 2000 at 1410 hrs

Location: Enstone Airport, Oxfordshire

Type of Flight: Private

Persons on Board: Crew - 1 - Passengers - None

Injuries: Crew - None - Passengers - N/A

Nature of Damage: Substantial to wings and fuselage

Commander's Licence: Private Pilot's Licence

Commander's Age: 42 years

Commander's Flying Experience: 275 hours (of which 47 were on type)

Last 90 days - 2 hours

Last 28 days - 0 hours

Information Source: Aircraft Accident Report Form submitted by the pilot and general enquiries

The aircraft took off from White Waltham, and flew to Enstone Airfield, Oxfordshire, to visit a maintenance company for a CAA inspection and flight test to be carried out. The company owned a hangar with an unlicensed grass strip in front orientated at 240°, offset at some 20° to the main paved Runway 26 at Enstone. Between the paved runway and the grass strip there was a fence constructed of wooden posts and plain wire. The approach to the grass strip was between some trees and a control tower sited close to the threshold end.

The pilot had made one previous visit to the airfield in the company of a more experienced pilot and had also received a telephone briefing. He had some concern about using the grass strip but felt that because he was inbound to the maintenance company that he ought to do so. On arrival at Enstone he first carried out one approach and go-around. He then made an approach to the grass strip and touched down at an angle of 20° to the direction of the strip, on an approximate heading of 220°. It was his intention after touchdown to slow down the aircraft sufficiently to be able to turn

onto 260° and continue the landing roll parallel to the fence and the paved runway. On landing the aircraft was seen to bounce several times by observers, and then to settle and continue to run in the direction of landing. The pilot stated that after landing he was unable to turn the aircraft enough and it continued to run in a straight line until it hit the fence between the runways.

The left wing of the aircraft struck a fence post slewing the aircraft through the fence. It came to rest on the tarmac runway where the pilot was able to shutdown and switch off before getting out. There was considerable damage to the airframe of the aircraft but the pilot was able to use the normal exit. A fire truck was on hand to assist but no fire started.

The grass strip has since been realigned to run parallel to the paved Runway 26. It has a displaced threshold, to give clearance above the control tower, and a length of 1,000 metres available for landing aircraft.