

Piper PA-28-161, G-BNOM, 6 May 1996

AAIB Bulletin No: 8/96 Ref: EW/G96/05/25 Category: 1.3

Aircraft Type and Registration: Piper PA-28-161, G-BNOM

No & Type of Engines: 1 Lycoming O-320-D3G piston engine

Year of Manufacture: 1987

Date & Time (UTC): 6 May 1996 at 1547 hrs

Location: Sherburn-in-Elmet Aerodrome, Leeds

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - 1

Injuries: Crew - None Passengers - None

Nature of Damage: Substantial to nose landing gear, engine cowling, engine bearers and right wing tip

Commander's Licence: Private Pilot's Licence

Commander's Age: 40 years

Commander's Flying Experience: 125 hours (of which 23 were on type)

Last 90 days - 4 hours

Last 28 days - 2 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The pilot was landing on grass runway 29 (616 x 18 metres) at Sherburn-in-Elmet in VFR conditions with scattered cloud at 3,500 feet. The forecast wind conditions for landing were for a moderate westerly wind.

The aircraft touched down more than half way into the runway and overran into the adjacent field. This resulted in damage to the nose landing gear which pitched the aircraft onto its nose and also allowed the right wing tip to contact the ground. The pilot and passenger vacated the aircraft without injury. The pilot later became aware that he had in fact landed with a tailwind which was being correctly indicated by the windsock.

After the accident the CFI posted a memo on the club notice board reminding pilots that due to its location, and in the right conditions, the airstrip can suffer from the effects of a sea breeze

particularly mid to late afternoon. This effect can cause a sudden and marked shift in the surface wind direction.

The memo also stated that "on a short runway (less than 800 metres), if the aircraft has not been properly landed and is not responding to gentle braking in the first third of the runway available, full power must be applied and a go-around initiated without delay...".