

# Piper PA-28-161, G-BOHA, 18 September 1997

**AAIB Bulletin No: 12/1997**

**Ref: EW/G97/09/18 Category: 1.3**

<b>Aircraft Type and Registration:</b>	Piper PA-28-161, G-BOHA
<b>No &amp; Type of Engines:</b>	1 Lycoming O-320-D3G piston engine
<b>Year of Manufacture:</b>	1978
<b>Date &amp; Time (UTC):</b>	18 September 1997 at 1220 hrs
<b>Location:</b>	Bottesford, Leicestershire
<b>Type of Flight:</b>	Private
<b>Persons on Board:</b>	Crew - 2 - Passengers - 1
<b>Injuries:</b>	Crew - None - Passengers - None
<b>Nature of Damage:</b>	Substantial to right wing, main spar and left landing gear
<b>Commander's Licence:</b>	Commercial Pilot's Pilot
<b>Commander's Age:</b>	26 years
<b>Commander's Flying Experience:</b>	988 hours (of which 104 were on type) Last 90 days - 19 hours Last 28 days - 7 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

The aircraft departed from Shoreham with two pilots and an engineer on board to fly to the disused airstrip of Bottesford to recover an aircraft that had landed there the day before. The commander had been given a briefing on the airfield before departure by an assistant flying instructor who had also landed there the previous day, but no mention was made of the runway characteristics or surface condition.

Five nautical miles before landing the commander observed some ground smoke and estimated the surface wind as being 200°/5 to 10 kt. After a low fly past to assess the condition of the landing run (estimated to be 500 metres), the aircraft was setup for an approach to Runway 19. The approach was normal with the aircraft touching down at 60 kt. As normal braking was applied it became apparent that the aircraft was not decelerating as expected. This was due to the concrete surface

being contaminated with loose gravel. The amount of gravel increased towards the end of the landing run causing the brakes to lock and the aircraft to skid. Near the end of the runway was a gap between two earth bankments. As the aircraft continued, at a speed of approximately 10 kt, it entered the gap, its right wing collided with one of the earth mounds. The aircraft came to rest 7 metres beyond the bankments.

The front seat occupants, who were wearing lap and diagonal seatbelts, and the rear seat passenger, who was wearing a lap strap, vacated the aircraft without injury.

The commander reported that the landing distance required had been increased due to a veer in surface wind, (producing a tailwind for landing), an unexpected runway down slope and contamination of the concrete surface.