

AAIB Bulletin No: 10/93

Ref: EW/G93/08/09

Category: 1.3

Aircraft Type and Registration: Piper PA-28RT-201 Cherokee Arrow IV, G-BMKE

No & Type of Engines: 1 Lycoming IO-360-C1C6 piston engine

Year of Manufacture: 1979

Date & Time (UTC): 10 August 1993 at 1635 hrs

Location: South Burlingham Airstrip, near Norwich

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - 3

Injuries: Crew - Minor Passengers - None

Nature of Damage: Aircraft destroyed

Commander's Licence: Private Pilot's Licence with Night Rating

Commander's Age: 42 years

Commander's Flying Experience: 422 hours (of which 150 were on type)
Last 90 days - 18 hours
Last 28 days - 13 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The aircraft had flown from Cardiff and the pilot intended to land at a private farm strip into which he had flown many times. The strip is 550 metres long, orientated 02/20 and the first half slopes slightly upwards. The wind was 270°-290°/ 15 kt with gusts and the pilot elected to land on Runway 02.

During the final approach to land, the pilot warned his passengers that, due to the lack of headwind, he might have to make a go-around. The aircraft touched down some 60 to 70 metres beyond the threshold and the pilot decided to see what effect the gradient would have on the deceleration, before committing himself. However, on reaching the half way point along the strip, where it levelled off, he decided to go-around and applied full power.

The Pilot delayed rotation as long as possible to allow the speed to build up, however some slight back pressure was applied to reduce the braking effect of the nosewheel. Almost immediately a gust caused the aircraft to weathercock and it began to veer slightly towards the left hand side of the runway. As the aircraft approached rotation speed the pilot applied further back pressure to unstick the mainwheels. The pilot had aimed to clear the boundary hedge by a minimum of 10 feet but the same gust then lifted

the left wing so that the aircraft took on a steep bank to the right. This caused the right-hand wingtip to strike the hedge as the aircraft passed over it.. Although the pilot was able to regain an approximation to wings level by use of rudder and to continue the climb, the aircraft was wallowing and so he decided to make a forced landing.

The field ahead contained a large number of randomly positioned hay bales but the aircraft veered to the right towards a field of standing barley on the other side of some trees. Having cleared the trees, the pilot closed the throttle, turned off the aircraft electrical systems and ordered the passengers to brace themselves. The aircraft first struck the ground with the right main landing gear and wingtip, separating the left wing, and the remaining landing gear then collapsed.

There was no fire and the occupants' lap and diagonal safety harnesses withstood the forces of the impact. The local Fire Brigade, who had been attending to a fire in a near-by field, arrived within a few minutes.