

## Piper PA-28-151 Cherokee Warrior, G-LUSH

<b>AAIB Bulletin No: 9/2003</b>	<b>Ref: EW/G2003/07/13</b>	<b>Category: 1.3</b>
<b>Aircraft Type and Registration:</b>	Piper PA-28-151 Cherokee Warrior, G-LUSH	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-320-E3D piston engine	
<b>Year of Manufacture:</b>	1975	
<b>Date &amp; Time (UTC):</b>	14 July 2003 at 1320 hrs	
<b>Location:</b>	Meppershall Airfield, Bedfordshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Aircraft damaged beyond economic repair	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	59 years	
<b>Commander's Flying Experience:</b>	170 hours (of which 33 were on type)	
	Last 90 days - 6 hours	
	Last 28 days - 3 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The pilot was flying into Meppershall Airfield for the first time and made an approach to grass Runway 02 (630 metres long) with an estimated surface wind of 110°/10 kt. The airfield has no air ground radio or signal square. On short finals he realised that Runway 02 has a downslope and, having crossed the threshold slightly high at 55 kt with full flap selected, he floated down the strip, drifting slightly to the right. On touchdown he applied full brakes, the aircraft started to yaw to the right and even though he applied left rudder he was unable to correct the yaw in time to prevent the right wing hitting the side of a brick hanger. This spun the aircraft to the right causing the nose to hit a wooden shed before it came to rest.

The pilot believed that, with the outside air temperature between 28 and 30°C, he may have caught a thermal as he crossed the threshold. He also reported that had he been aware of the runway slope, he would have landed on the reciprocal runway.